### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Din	widdie Maintenar	ice Area	<b>d</b>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County															
(1)	2.46	1700	G	94%	2%	Brunswick County 2% 1%	Line 1%	0%	F	0.089	F	0.603	1700	G	2003
				Tn		SCL McKenne			•	0.000	·	0.000			
Town of McKennev															
	0.23	1700	N	94%	2%	SCL McKenne	y 1%	0%	N	0.089	N	0.603	1700	N	2003
1)	0.20	1700	.,	To:	270	SR 40	1 /0			0.000	.,	0.000	1700	.,	2000
1	0.33	2200	G	94%	2%	2% 1%	1%	0%	F	0.104	F	0.524	2200	G	2003
$\odot$				То:		NCL McKenne	у								
Dinwiddie County				From:		NCL McKenne									
<u>(1)</u>	4.05	2200	N	94%	2%	2% 1%	1%	0%	Ν	0.104	Ν	0.524	2200	N	2003
$\bigcirc$				To: From:		26-649		-							
1 Boydton Plank R	Rd 5.65	2700	G	94%	2%	2% 1%	1%	0%	F	0.092	F	0.628	2700	G	2003
<u></u>				To: From:		26-627 Courthouse	e Rd								
1 Boydton Plank R	Rd 2.48	4100	G	94%	2%	2% 1%	1%	0%	С	0.098	F	0.598	4100	G	2003
C Develter Direct 5	0.04	EE00		From:	201	26-740 Turkey Egg		00/		0.007	-	0.500	FF00		2000
Boydton Plank F	Rd 3.61	5500	G	94%	2%	2% 1%	1%	0%	F	0.097	F	0.563	5500	G	2003
1 Boydton Plank R	Rd 3.09	7300	G	From: 94%	2%	S 26-613 Dabney M 2% 1%	ill Rd 1%	0%	F	0.091	F	0.603	7900	G	2003
Boydton Plank R	0.00			To		Bus US 460 Airpo				0.001		0.000	7000		2000
1 Boydton Plank R	Rd 1.70	11000	G	94%	2%	2% 1%	1%	0%	F	0.092	F	0.598	11000	G	2003
				From		I-85 SW of Petersl	ourg	1							
1 Boydton Plank R	Rd 1.22	15000	G	98%	0%	1% 1%	1%	0%	F	0.086	F	0.514	16000	G	2003
<del></del>				To- From		SR 226 Cox Ro									
(1)	0.45	14000	Α	98% To:	0%	1% 1%	1%	0%	С	0.107	Α	0.565	15000	Α	2003
C' CD . I				111		WCL Petersbur	g								
City of Petersburg				From:		WCL Petersbur	g								
(1) Washington St	0.40	13000	G	98%	0%	1% 1%	1%	0%	F	0.091	F	0.544	14000	G	2003
~				From:		Summit St									
Washington St	0.18	13000	G	98%	0%	1% 1%	1%	0%	F	0.094	F	0.519	14000	G	2003
// Washington St	0.57	15000	G	From: 96%	1%	Elm St 2% 1%	1%	0%	С	0.090	F	0.535	16000	G	2003
(1) Washington St	0.57	13000	G	70 70	1 /0	US 1 Par; Wythe		0 76	C	0.090	•	0.555	10000	G	2003
~~~ a.	4.00		_	From:		ar, Washington St; B	attersea L		_		_				
1 Wythe St	1.08 ombined Traffic:	8400 17000	G G	95% 95%	1% 1%	2% 1% 2% 1%	1% 1%	0% 0%	C F	0.085 NA	F		9000 19000	G G	2003
C	ombined manic.	17000	G	90 /0	1 /0		1 /0	0 70	ı	INA			19000	G	
1 Wythe St	0.15	10000	G	95%	1%	Perry St 2% 1%	1%	0%	F	0.087	F		11000	G	2003
( ' ) '	ombined Traffic:		G	95%	1%	2% 1%	1%	0%	F	NA			22000	G	
				To: From:		SR 36 Market S	St	]-							
1 Wythe St	0.20	10000	G	95%	1%	2% 1%	1%	0%	F	0.093	F		11000	G	2003
C	ombined Traffic:	NA								NA			NA		
1 Wythe St	0.20	14000	G	From: 95%	1%	ALT US 301 Sycam 2% 1%	ore St 1%	0%	F	0.089	F		15000	G	2003
	ombined Traffic:	NA	G	90 /0	1 /0	270 170	1 /0	0 70		NA	•		NA	J	2003
		-		To:		Bus US 460 Jeffers				-					
1 Jefferson St	0.09	3400	G	95%	1%	Bus US 460 Wyth 2% 1%	e St 1%	0%	F	0.086	F	0.709	3700	G	2003
( ' )	ombined Traffic:	NA	•	2370	. , 0	_,,	. 70	- 70	•	NA	•	00	NA	_	_500
				To:	Ві	us US 460 Par, Washi	ington St								
1 Jefferson St	0.21	890	G	95%	1%	2% 1%	1%	0%	F	0.108	F	0.813	960	G	2003
C	ombined Traffic:	NA		т		** -				NA			NA		
				10:		Henry St									

Combined Traffic:   17000   G   95%   1%   2%   1%   1%   0%   F   NA   19000   G						יוזוט	widdie Ma	amtenar	ice Area	1							
Henry St	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Henry St	City of Petersburg				F					i							
Combined Traffic: NA	~~	0.05	500	_		40/			40/	00/	_	0.400	_		040	0	0000
3 and Street	1 S Henry St		560	G	95%	1%	2%	1%	1%	0%	F		F			G	2003
1 3rd Street	~	Combined Traffic:	NA									NA			NA		
3rd Street					To:												
3rd Street	~~~				<u> </u>		Н										
1 3rd Street	1 3rd Street	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G	2003
1 3rd Street	<u> </u>	Combined Traffic:	NA									NA			NA		
3rd Street																	
1   301   Bollingbrook St   0.08   670   G   95%   0%   0%   0%   0%   0%   0%   0%	~~ <u></u>				From:												
1   201   Bollingbrook St   0.08   6700   G   95%   0%   2%   1%   1%   0%   0%   0%   NA	1 3rd Street	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3100	G	2003
1   201 Bollingbrock St	~	Combined Traffic:	NA									NA			NA		
1   301   Bollingbrook St   0.08   670   G   95%   0%   2%   1%   1%   0%   NA					To:		US 301 B	ollingbroo	ok St								
2nd Street   0.35   11000   G   98%   0%   1%   0%   0%   0%   0%   0%   0					From:												
1 2nd Street	1 301 Bolling	brook St 0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G	2003
1 2nd Street	1) (301) 239			_	0070	0,0	-/-	. , 0	. , 0	• 70	-		•			•	_000
2 2nd Street		Combined Trainc.	INA									INA			NA		
2 and Street   0.35   11000   G   98%   0%   1%   0%   0%   0%   F   NA   12000   G   2003					To	US 11	Par; US 301	Par; Bol	lingbrook	St							
Washington St	1 2nd Street	0.35	11000	G		0%	1%	0%	0%	0%	F	NA			12000	G	2003
Washington St	÷) =				_												
Washington St								`									
Combined Traffic:   17000   G   95%   1%   2%   1%   1%   0%   F   NA   19000   G	~~				From:	U	S 1 Wythe	St Batters	ea Lane								
Washington St	1 \ Washington	St 0.31	9100	G	96%	1%	2%	1%	1%	0%	F	0.093	F		9800	G	2003
Washington St	\$	Combined Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Washington St																	
Combined Traffic: 17000	~~~																
Washington St	1 \ Washington	St 0.40	9000	G	96%	1%	2%	1%	1%	0%	F	0.092	F		9700	G	2003
Washington St	£)	Combined Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Washington St							400.00		~								
Combined Traffic:   20000   G   95%   1%   2%   1%   1%   0%   F   NA   22000   G	~~																
Combined Traffic:   20000   G   95%   1%   2%   1%   1%   0%   F   NA     22000   G	1 Washington	St 0.27	10000	G	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	G	2003
Washington St	<b>P</b>	Combined Traffic:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G	
Washington St																	
Combined Traffic: 20000   G   95%   1%   2%   1%   2%   0%   0%   F   NA   22000   G	~~																
Market St   0.38   4000   G   95%   1%   3%   1%   0%   0%   0%   0%   0%   0%   0	1 Washington	St 0.24	10000	G	95%	1%	2%	1%	2%	0%	С	0.087	F		11000	G	2003
Market St	£)	Combined Traffic:	20000	G	95%	1%	2%	1%	2%	0%	F	NA			22000	G	
Market St   0.38   4000   G   95%   1%   3%   1%   0%   0%   0%   0%   NA   NA   NA   NA   NA   NA   NA   N					To:	BUS	S US 460 P	ar: SR 36	Market St	t							
Combined Traffic: NA					From:			_									
Combined Traffic: NA	1 Market St	0.38	4000	G	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4300	G	2003
SR 36 Grove Ave	Ja.r.or			_	00,0	. , 0	0,0	. , 0	0,0	• 70	·		•	0.000		•	_000
SR 36; Market St		Combined Trainc.	INA		т		GD 26	G 1		1		INA			NA		
Old St					Erom:												
NA   NA   NA   NA   NA   NA   NA   NA	~~			_	7.10111.						_		_			_	
Combined Traffic: NA	1 Cold St			G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3900	G	2003
Sycamore St	<b>-</b>	Combined Traffic:	NA									NA			NA		
Sycamore St					To:		Syca	amore St									
Sycamore St					From:												
Bollingbrook St	Sycamore St	0.04	4200	G	95%	1%			0%	0%	F	0.096	F	0.779	4600	G	2003
Bollingbrook St   0.10   3300   G   95%   1%   3%   1%   0%   0%   0%   F   0.089   F   3500   G   2003	بالمارة الراب			-	2-70		•			•	•		•			-	_300
Bollingbrook St		Compilied Hallic:	INA		To:		D-n.	ohen -1- C		1		INA			INA		
Bollingbrook St   0.10   3300   G   95%   1%   3%   1%   0%   0%   0%   F   0.089   F   3500   G   2003					From				ı								
Combined Traffic: NA    To   US 1, US 301 2nd St   US 201 2nd St   NA   To   US 1, US 301 2nd St   St   US 201 2nd St   St   US 201 2nd St   St   St   St   St   St   St   St	Dalling the section of	040	2200	^	050/	40/			00/	00/	_	0.000	_		0500	_	2000
To   WCL Petersburg   Since	1 Bollingbrook			G	95%	1%	5%	1%	υ%	υ%	F		۲			G	∠003
36 Fleet St 0.12 11000 G 98% 1% 1% 0% 0% 0% 0% C 0.094 F 0.504 11000 G 2003  To Grove Ave  36 Grove Ave 0.54 3800 G 95% 1% 2% 1% 1% 0% 0% C 0.105 F 0.617 4100 G 2003  To US 1 Par, Market St US 1  To US 1 Par, Market St  From: US 1 Par, BUS US 460 Par, Washington St  From: US 1 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1 Par, BUS US 460 Par, Washington St  To US 1	~	Combined Traffic:	NA									NA			NA		
36 Fleet St 0.12 11000 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.094 F 0.504 11000 G 2003  To Grove Ave  36 Grove Ave 0.54 3800 G 95% 1% 2% 1% 1% 0% 0% C 0.105 F 0.617 4100 G 2003  To US 1 Par, Market St US 1 Par, Market St US 1 Par, Market St NA  Combined Traffic: NA					To:		US 1, U	S 301 2nd	St								
36 Fleet St 0.12 11000 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.094 F 0.504 11000 G 2003  To Grove Ave  36 Grove Ave 0.54 3800 G 95% 1% 2% 1% 1% 0% 0% C 0.105 F 0.617 4100 G 2003  To US 1 Par, Market St US 1 Par, Market St US 1  Combined Traffic: NA  Table 1					From:		WCI	Petershur	or	<u> </u>						· <u></u>	
To: Grove Ave   Gr	Elast Ct	0.40	11000	0	<u> </u>	10/				00/	_	0.004	_	0.504	11000	_	2002
36 Grove Ave 0.54 3800 G 95% 1% 2% 1% 1% 0% C 0.105 F 0.617 4100 G 2003  To US 1 Par, Market St  Sombined Traffic: NA  180	36) 1 1661 31	0.12	1 1000	G	30 70 To 70	1 70			U 7/0	U-70	C	0.094	г	0.504	11000	G	2003
36 Grove Ave 0.54 3800 G 95% 1% 2% 1% 1% 0% C 0.105 F 0.617 4100 G 2003  To: US 1 Par, Market St  36 Market St 0.38 4000 G 95% 1% 3% 1% 0% 0% C 0.089 F 0.505 4300 G 2003  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par, Washington St  To: US 1 Par, BUS US 460 Par,	~				IO:												
To US 1 Par, Market St  36		_		_							_		_			_	
To   US 1 Par, Market St   US 1   Par, Market St   US 1   Par, Market St   US 1   US	36 Grove Ave	0.54	3800	G		1%				0%	С	0.105	F	0.617	4100	G	2003
36 Narket St 0.38 4000 G 95% 1% 3% 1% 0% 0% C 0.089 F 0.505 4300 G 2003 NA									St								
Combined Traffic: NA NA NA  Take US 1 Par; BUS US 460 Par, Washington St  36 Market St 0.11 5100 G 98% 0% 1% 0% 0% 0% 0 F 0.1 F 0.595 5100 G 2003					From:		1	US 1									
Combined Traffic: NA NA NA  Table US 1 Par; BUS US 460 Par, Washington St  36 Market St 0.11 5100 G 98% 0% 1% 0% 0% 0% 0 F 0.1 F 0.595 5100 G 2003	36) 1 Market	t St 0.38	4000	G	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4300	G	2003
Table 1																	
36 Market St 0.11 <b>5100 G</b> 98 % 0% 1% 0% 0% 0% F 0.1 F 0.595 5100 G 2003		Compilied Hallic.	INA		_							INA			INA		
36 Market St 0.11 <b>5100 G</b> 98 <u>% 0% 1% 0% 0% 0%</u> F 0.1 F 0.595 5100 G 2003					From:	US 1 Pa	r; BUS US	460 Par, V	Washingto	on St							
	36 Market St	0.11	5100	G	r rom.						F	0.1	F	0.595	5100	G	2003
	33)	<b>5</b>		_	To:					<del></del> 1	•					-	

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg									ZIIali		1 actor		i actor			
			_	From:		S 1, BUS				_		_			_	
36) { 1 } Wythe		10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G	2003
$\sim$	Combined Traffic:	NA									NA			NA		
				From:		ALT US 3	01 Sycamo	ore St	-							
36) 1 Wythe	St 0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G	2003
	Combined Traffic:	NA									NA			NA		
	Combined Traine.	144									147 (			14/1		
Bus				From:		Bus	US 460									
36) (460) Wythe	St 0.20	16000	G	96%	1%	2%	0%	1%	0%	С	0.098	F		17000	G	2003
	Combined Traffic:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			35000	G	
				To		Ι.	35, I-95									
Bus				From:												
36) (460) Wythe	St 0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G	2003
$\bigcirc$	Combined Traffic:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
				To:			Crater Ro									
_				From:		S 301, Bus										
(36) Wythe St	0.43	11000	G	92%	1%	2%	1%	3%	0%	С	0.081	F		12000	G	2003
	Combined Traffic:	22000	G	92 <u>%</u>	1%	2%	2%	3%	0%	С	NA			24000	G	
				To:		Par, Was			St							
<u> </u>			_	From:		36 Par; W				_		_			_	
36 Washington	St 0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G	2003
				To: From:		Pudd	ledock Rd	l	-							
36 Washington	St 0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G	2003
				To:	]	Prince Geo	rge Count	y Line								
				From:		SR 36	; Market S	St	Ī							
36) 1 Old St	0.13	3600	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3900	G	2003
36) 1 Old St	Combined Traffic:	NA		0070	170	070	170	070	070	•	NA	•	0.700	NA	Ū	2000
	Combined manic.	INA		To:		Syc	amore St				INA			INA		
				From:			Old St									
36 (1) Sycam	ore St 0.04	4200	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4600	G	2003
	Combined Traffic:	NA									NA			NA		
				To:		Bolli	ngbrook St	t								
				From:			amore St									
36 (1) Bolling	brook St 0.10	3300	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3500	G	2003
(P) (P)	Combined Traffic:	NA									NA			NA		
				To:		US 1, U	S 301 2nd	l St								
				From:		US 1	Par, 2nd S	t								
36 (301) Bolling	brook St 0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G	2003
	Combined Traffic:	NA														
											NA			NA		
				To:		US 1, ALT		3rd St			NA			NA 		
$\sim$				From:			3rd St									
36 (301) Bolling	brook St 0.15	3600	G		0%			2%	0%	С	0.090	F		3900	G	2003
36 301 Bolling	brook St 0.15 Combined Traffic:		G G	From:			3rd St		0% 0%	C F		F			G G	2003
36 301 Bolling		3600		95% 94%	0%	1% 2%	3rd St 2% 2%	2%			0.090	F		3900		2003
	Combined Traffic:	3600 6600	G	95% 94%	0% 1%	1% 2%	2% 2% 5th St	2% 2%	0%	F	0.090 NA			3900 7200	G	
36 301 Bolling	Combined Traffic: brook St 0.23	3600 6600 3300	G G	95% 94% From: 95%	0% 1%	1% 2% 2%	3rd St 2% 2% 5th St 1%	2% 2% 1%	0% 	F C	0.090 NA 0.093	F		3900 7200 3500	G G	2003
	Combined Traffic:	3600 6600	G	95% 94%	0% 1%	1% 2% 2% 3%	2% 2% 5th St 1%	2% 2%	0%	F	0.090 NA			3900 7200	G	
36 301 Bolling	Combined Traffic: brook St 0.23 Combined Traffic:	3600 6600 3300	G G	95% 94% 	0% 1%	1% 2% 2% 3% Cr	3rd St 2% 2% 5th St 1%	2% 2% 1% 1%	0% 	F C	0.090 NA 0.093			3900 7200 3500	G G	
36 301 Bolling	Combined Traffic: brook St 0.23 Combined Traffic:	3600 6600 3300	G G	95% 94% From: 95% 94% To:	0% 1%	1% 2% 2% 3% Cr	2% 2% 5th St 1% 1% ater Rd ngbrook St	2% 2% 1% 1%	0% 0% 0%	F C	0.090 NA 0.093			3900 7200 3500	G G	2003
	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14	3600 6600 3300 6800	G G G	95% 94% From: 95% 94% To: From: 93%	0% 1% 0% 1%	1% 2% 2% 3% Cr Bollii	2% 2% Sth St 1% 1% rater Rd ngbrook St 4%	2% 2% 1% 1% t 2%	0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102	F		3900 7200 3500 7300	G G G	
36 301 Bolling	Combined Traffic: brook St 0.23 Combined Traffic:	3600 6600 3300 6800	G G G	95% 94%  To	0% 1% 0% 1%	1% 2% 2% 3% Cr Bollii 1% 2%	3rd St 2% 2% 5th St 1% 1% ater Rd ngbrook St 4% 3%	2% 2% 1% 1% t 2% 2%	0% 0% 0%	F C C	0.090 NA 0.093 NA	F		3900 7200 3500 7300	G G G	2003
36 301 Bolling 36 301 Crater	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:	3600 6600 3300 6800 3000 6700	G G G	95% 94% 55% 95% 95% 95% 95% 94% 10: From 93% 93%	0% 1% 0% 1% 0% 1%	1% 2% 2% 3% Cr Bollii 1% 2% US 301	Srd St 2% 2% 5th St 1% 1% atter Rd ngbrook St 4% 3% Par, Bank	2% 2% 1% 1% t 2% 2%	0% 0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102 NA	F		3900 7200 3500 7300 3200 7200	G G G	2003
36 301 Bolling	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:  Rd 0.18	3600 6600 3300 6800	G G G	95% 94%	0% 1% 0% 1%	1% 2% 2% 3% Cr Bollii 1% 2%	3rd St 2% 2% 5th St 1% 1% ater Rd ngbrook St 4% 3%	2% 2% 1% 1% t 2% 2%	0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102 NA 0.103	F	0.584	3900 7200 3500 7300 3200 7200 5000	G G G	2003
36 301 Bolling 36 301 Crater	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:	3600 6600 3300 6800 3000 6700	G G G	95% 94% 55% 95% 95% 95% 95% 94% 10: From 93% 93%	0% 1% 0% 1% 0% 1%	1% 2% 2% 3% Cr Bollii 1% 2% US 301	Srd St 2% 2% 5th St 1% 1% atter Rd ngbrook St 4% 3% Par, Bank	2% 2% 1% 1% t 2% 2%	0% 0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102 NA	F	0.584	3900 7200 3500 7300 3200 7200	G G G	2003
36 301 Bolling 36 301 Crater	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:  Rd 0.18	3600 6600 3300 6800 3000 6700 4600	G G G	95% 94% 55% 94% 105 105 105 105 105 105 105 105 105 105	0% 1% 0% 1% 0% 1%	1% 2% 2% 3% C1 Bollii 1% 2% US 301 2%	Brd St 2% 2% 5th St 1% 1% ater Rd ngbrook St 4% 3% Par, Bank 1%	2% 2% 1% 1% t 2% 2% s:St 1%	0% 0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102 NA 0.103	F	0.584	3900 7200 3500 7300 3200 7200 5000	G G G	2003
36 301 Bolling 36 301 Crater 36 301 Crater	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:  Rd 0.18 Combined Traffic:	3600 6600 3300 6800 3000 6700 4600 NA	G G G	95% 94% 55% 95% 95% 95% 95% 94% 10: From 93% 93%	0% 1% 0% 1% 0% 1%	1% 2% 2% 3% C1 Bollii 1% 2% US 301 2% 301, BUS	Brd St 2% 2% 5th St 1% 1% ater Rd ngbrook St 4% 3% Par, Bank 1% US 460 C	2% 2% 1% 1% t 2% 2% : St 1%	0% 0% 0% 0% 0%	F C C	0.090 NA 0.093 NA 0.102 NA 0.103 NA	F	0.584	3900 7200 3500 7300 3200 7200 5000 NA	G G G	2003 2003
36 301 Bolling 36 301 Crater	Combined Traffic:  brook St 0.23 Combined Traffic:  Rd 0.14 Combined Traffic:  Rd 0.18 Combined Traffic:	3600 6600 3300 6800 3000 6700 4600 NA	G G G G	95% 94% From 95% 94% To 93% 93% From 93% 93% From From 93%	0% 1% 0% 1% 0% 1%	1% 2% 2% 3% C1 Bollii 1% 2% US 301 2%	Brd St 2% 2% 5th St 1% 1% ater Rd ngbrook St 4% 3% Par, Bank 1%	2% 2% 1% 1% t 2% 2% s:St 1%	0% 0% 0% 0% 0%	F C C F	0.090 NA 0.093 NA 0.102 NA 0.103	F F	0.584	3900 7200 3500 7300 3200 7200 5000	G G G G	2003

					Din	widale iv	/iaintenai	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Washington 6	)	42000	_	From:	10/		Burch St	20/	00/	0	0.004	_		12000	0	2002
(36) Washington S		12000	G	92%	1%	2%	2%	3%	0%	С	0.094	F		12000	G	2003
	Combined Traffic:	22000	G	92% To:	1%	2%	2%	3%	0%	С	NA			24000	G	
Dinwiddie County					i	3K 30 W y	the St; Am	iena st								
				From:			ay County	Line								
(40)	4.90	1200	G	86%	1%	2%	1%	10%	0%	F	0.087	F	0.535	1200	G	2003
				To: From:			26-644									
40)	6.15	1100	Α	86%	1%	2%	1%	10%	0%	С	0.107	Α	0.623	1100	Α	2003
				To:			26-610									
40	2.46	1800	G	From: <b>86%</b>	1%	2%	1%	10%	0%	F	0.084	F	0.561	1800	G	2003
40)	2.40	1000	·	To:	170		McKenne		070	•	0.004	•	0.001	1000	Ü	2000
						WCI	ricicinic	<i>'</i>	I							
Town of McKennev				From:		WCI	McKenne	N7								
40	0.34	1800	N	86%	1%	2%	1%	10%	0%	N	0.084	Ν	0.561	1800	N	2003
40	0.0 .		•••		. , ,			.070		• •	0.00		0.00	.000		_000
	4.00	0000		From:	407		26-1002	400/		_	0.004	_	0.500	0000		0000
(40)	1.00	3000	G	86%	1%	2%	1%	10%	0%	F	0.084	F	0.560	3000	G	2003
				To:		ECL	McKenne	у								
Dinwiddie County				E												
	0.44	2022		From:	40/		McKenne 40/		00/		0.004		0.500	2000	N	0000
40	0.14	3000	N	86%	1%	2%	1%	10%	0%	N	0.084	N	0.560	3000	N	2003
<u>~</u>				From:		I-85 Eas	t of McKe	nney	-							
(40)	0.56	1800	G	86%	1%	1%	2%	10%	0%	F	0.079	F	0.505	1800	G	2003
$\bigcup$				To:			26-692									
(40)	5.15	990	Α	From: 86%	1%	1%	2%	10%	0%	С	0.112	Α	0.541	1000	Α	2003
40)	0.10	550	^	0070	170			1070	070	O	0.112	,,	0.041	1000	,,	2000
			_	From:	40/		26-609	100/				_	0 = 10	4000		
(40)	2.04	1300	G	86%	1%	1%	2%	10%	0%	F	0.09	F	0.543	1300	G	2003
				From:			26-619									
(40)	5.19	1400	G	86%	1%	1%	2%	10%	0%	F	0.091	F	0.549	1500	G	2003
				To:		Sussex	County L	ine								
North				From:		Brunswi	ck County	Line								
85)	2.38	12000	G	78%	1%	1%	0%	18%	1%	F	0.063	F		10000	G	2003
000	Combined Traffic:	24000	G	76%	1%	1%	0%	20%	1%	F	0.064	F	0.508	20000	G	
			-	Tai	. , 0				.,,	•		•	2.000		-	
North				From:			SR 40									
85	5.95	11000	G	82%	1%	1%	1%	15%	1%	F	0.066	F		10000	G	2003
	Combined Traffic:	22000	G	81%	1%	1%	1%	15%	1%	F	0.071	F	0.538	20000	G	
				To- From:			26-650									
North	4.00	44000	_		40/			450/	40/	_	0.000	_		40000	0	0000
85	4.88	11000	G	82%	1%	1%	1%	15%	1%	F	0.062	F		10000	G	2003
~	Combined Traffic:	23000	G	81%	1%	1%	1%	15%	1%	F	0.069	F	0.559	20000	G	
North				From:			26-703									
OF D	8.81	13000	Α	82%	1%	1%	1%	15%	1%	С	0.13	Α		12000	Α	2003
85	Combined Traffic:			81%	1%	1%	1%		1%	C	0.13	A	0.554	24000	A	2000
	COMBINED HAIRC.	21000	Α	0170	1 70			15%	1 70	C	0.114	^	0.554	Z4UUU	^	
North				From:		1	US 460		}							
North 85	1.48	20000	G	82%	1%	1%	1%	15%	1%	F	0.081	F		18000	G	2003
	Combined Traffic:		G	81%	1%	1%	1%	15%	1%	F	0.075	F	0.614	36000	G	
			-		. 70	1,0		.570		•	0.010	•	0.011	22000	~	
				From:			US 1									
North																
North 85	1.18	25000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		23000	G	2003
North 85	1.18 Combined Traffic:		G G	82% 81%	1% 1%	1% 1%	1% 1%	15% 15%	1% 1%	F F	0.089 0.076	F F	0.602	23000 45000	G G	2003

					Din	widdie M	/laintenai	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		SCI	Petersbur	n	ī							
North 85	1.01	25000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		23000	G	2003
63)	Combined Traffic:		G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G	
				To:						-	0.0.0	•	0.002	.0000		
lorth				From:			el Level Ro									
85)	2.57	32000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		29000	G	2003
	Combined Traffic:	60000	G	81%	1%	1%	1%	15%	1%	F	NA			54000	G	
				To:			I-95									
inwiddie County				From:		D :	1.0	т.	ı							
outh	2.78	12000	G	75%	1%	1%	ck County 0%	21%	1%	F	0.068	F		9800	G	2003
85	Combined Traffic:		G	76%	1%	1%	0%	20%	1%	F	NA	'		20000	G	2000
	Combined Trainic.	24000	G	70%	170			20%	1 70	Г	INA			20000	G	
outh				From:			SR 40									
85)	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.076	F		9500	G	2003
	Combined Traffic:	22000	G	81%	1%	1%	1%	15%	1%	F	NA			20000	G	
				To: From:			26-650									
outh	4.05	44000	^		40/			160/	40/	_	0.075	_		10000	_	2000
35)	4.95	11000		81%	1%	1%	1%	16%	1%	F	0.075	F		10000	G	2003
	Combined Traffic:	23000	G	81%	1%	1%	1%	15%	1%	F	NA			20000	G	
outh				From:			26-703									
35)	8.36	13000	Α	81%	1%	1%	1%	16%	1%	С	0.116	Α		12000	Α	2003
	Combined Traffic:	27000	Α	81%	1%	1%	1%	15%	1%	С	NA			24000	Α	
				To			US 460									
outh				From:												
35)	1.83	20000		81%	1%	1%	1%	16%	1%	F	0.091	F		17000	G	2003
	Combined Traffic:	40000	G	81%	1%	1%	1%	15%	1%	F	NA			36000	G	
outh				To: From:			US 1		-							
85)	0.81	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G	2003
55)	Combined Traffic:			81%	1%	1%	1%	15%	1%	F	NA	•		45000	G	_000
	Combined Hame.	0.000	•	To:	170		Petersburg		- 70	•				10000	Ŭ	
ty of Petersburg									-							
outh				From:		SCL	Petersburg	g								
35)	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G	2003
	Combined Traffic:	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G	
				To:		Sauirre	el Level Ro	oad	<u> </u> _							
outh	0.70	20000	^	From:	40/				40/	_	0.004	_		25000	_	200
85	2.72	28000		81%	1%	1%	1%	16%	1%	F	0.091	F		25000	G	2003
	Combined Traffic:	60000	G	81% To:	1%	1%	1% I-95	15%	1%	F	NA			54000	G	
				1												
orth	4 4 -	42000	^	From:	40/		Rives Rd	160/	00/	_	0.000	_		11000	_	2000
95)	1.15	13000		81%	1%	1%	1%	16%	0%	F	0.082	F		11000	G	2003
	Combined Traffic:	30000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G	
orth				To: From:		W	agner Rd									
95)	2.79	20000	G	81%	1%	1%	1%	16%	0%	F	0.082	F		17000	G	2003
	Combined Traffic:			82%	1%	1%	1%	15%	0%	F	NA			36000	G	
					. , 0											
orth				From:			460 West S									
95)	0.50	20000	N	81%	1%	1%	1%	16%	0%	Ν	0.082	Ν		17000	Ν	2003
	Combined Traffic:	43000	N	82%	1%	1%	1%	15%	0%	Ν	NA			36000	Ν	
				To: From:			I-85									
orth 95	0.44	20000	^		10/	40/		00/	00/	_	0.070	г		20000	C	2004
95 <i>)</i>	0.44	39000		89%	1%	1%	1%	8%	0%	F	0.078	F		39000	G	2003
					40/	40/	40/	00/	00/	_	0.077	_	0 500	70000	$\sim$	
	Combined Traffic:	75000	G	89% To:	1%	1% 301, Bus U	1%	8%	0%	F	0.077	F	0.522	73000	G	

						Din	widdie M	laintenan	ce Area	3							
Route		Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																	
North		0.64	50000	G	From: 89%	1%	1%	S 460 Was 1%	hington S 8%	0%	F	0.082	F		49000	G	2003
95	Combined		93000	G	89%	1%	1%	1%	8%	0%	F	0.002	, F	0.527	91000	G	2003
	Combined	manic.	33000	J	To:	1 /0		lonial Heig		0 70	'	0.00	'	0.527	31000	J	
South					From:		SCL	Petersburg									
95)		0.34	16000	G	83%	1%	1%	0%	14%	0%	F	80.0	F		13000	G	2003
	Combined	Traffic:	28000	G	82%	1%	1%	1%	15%	0%	F	NA			23000	G	
0. "					To- From:		R	ives Rd		-							
South 95		1.22	17000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		14000	G	2003
95)	Combined		30000	G	82%	1%	1%	1%	15%	0%	F	NA	•		25000	G	2000
	Combined	mamo.	00000		To:	170		agner Rd	1070		'	147 (			20000		
South				_	From:	401			4.407		_		_		40000		
95)		2.29	23000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		19000	G	2003
	Combined	i raffic:	43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	G	
South					From:	US 46	0; US 301	Crater Rd;	County I	₹d							
95)		0.53	23000	N	83%	1%	1%	0%	14%	0%	Ν	0.082	Ν		19000	Ν	2003
	Combined	Traffic:	43000	N	82%	1%	1%	1%	15%	0%	Ν	NA			36000	Ν	
Courth					To: From:			I-85									
South 95		0.66	35000	G	89%	1%	1%	1%	8%	0%	F	0.077	F		34000	G	2003
95)	Combined		75000	G	89%	1%	1%	1%	8%	0%	F	NA	•		73000	G	2000
					To:	. , ,		01; US 460			•						
South					From:												
95		0.48	43000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		42000	G	2003
	Combined	Traffic:	93000	G	89% To:	1%	1%	1% lonial Heig	8%	0%	F	NA			91000	G	
					From:												
(106) Courthouse Re	d	0.10	7000	G	95%	2%	1%	0 County R 1%	2%	0%	F	0.093	F	0.51	7600	G	2003
100)	-				To:			Petersburg			-		-				
					From:		US 46	0 County R	.d								
(109) Hickory Hill Ro	i	0.88	8700	G	98%	0%	1%	0%	0%	0%	С	0.119	F	0.761	9400	G	2003
					To		ECL	Petersburg									
(109) Hickory Hill Ro	i	0.03	8700	N	98%	0%	1%	0%	0%	0%	Ν	0.119	Ν	0.761	9400	Ν	2003
					To Deac	l End; Fo	rt Lee Mil	itary Reser	vation, M	ahone A							
<b>Dinwiddie County</b>																	
		4.0=		_	From:	00/		ydton Plank		20/	•	0.400	_	0.500	0500	_	0000
(142)Simpson Rd		1.27	2500	G	91% To:	0%	2%	2%	4%	0%	С	0.109	F	0.502	2500	G	2003
							WCL	Petersburg	5								
City of Petersburg					From:		WCL	Petersburg	7	1							
(142) Boydton Plank	Rd	0.16	4000	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4300	G	2003
					To		D	ipuy Rd		1							
142 Boydton Plank	Rd	1.24	3500	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.611	3800	G	2003
,					To:			Halifax R									
142 Halifax Rd		0.06	6200	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.595	6700	G	2003
142					To:	.,,		SX RR									
Dinwiddie County																	
					From:			60 Cox Rd									
226 Cox Rd		3.38	4300	G	94%	0%	2%	2%	1%	0%	С	0.092	F	0.595	4600	G	2003
					To-		US 1 We	st of Peters	burg								
City of Petersburg					From:		COL	Datamal	,	Г							
301 Crater Rd		0.21	7600	F	98%	0%	1%	Petersburg 0%	0%	0%	С	0.092	F	0.653	8300	F	2003
Crater Rd		0.21	, 500	•	- F	0 /0			0 /0	- 70 -	J	0.002	•	0.000	0000	•	2000
301 Crater Rd		0.90	9200	G	From: 96%	1%	2%	ives Rd 0%	1%	0%	С	0.096	F	0.586	10000	G	2003
301 Crater Ru		0.50	3200	G	90% To:	1 /0		agner Rd	1 /0	J /0	C	0.080	Ι'	0.500	10000	G	2003
							***	1tu									

					D	widdic iv	idiritoridi	nce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
~~~			_	From:	101		agner Rd	401		_		_			_	
301 Crater Rd	0.43	22000	G	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	24000	G	2003
~~~				From:			lank Rd									
(301) Crater Rd	0.87	22000	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	24000	G	2003
~~				From:			301 Sycam									
(301) Crater Rd	0.26	16000	G	97%	1%	2%	0%	0%	0%	С	0.088	F	0.504	18000	G	2003
<del>~</del>				From:		Sc	outh Blvd									
(301) Crater Rd	0.73	22000	G	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	24000	G	2003
<u> </u>				From:		I-95,	Bus US 46	50								
301 Crater Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	Ν	0.088	Ν	0.552	12000	Ν	2003
$\hookrightarrow$				To: From:				/infield Ro	l							
301 Crater Rd	0.98	11000	G	96%	Ма	intenance 2%	Jurisdictio 1%	n Change 1%	0%	С	0.088	F	0.552	12000	G	2003
301 Oracci red	Combined Traffic:	NA	J	30 70	1 /0	270	170	170	0 70	O	NA	•	0.002	NA	J	2000
	Combined Trame.	IVA		. —							INA			INA		
301 Crater Rd	0.10	8100	G	Fram: 96%	S 1%	R 36, Bus 2%	US 460 W	Vythe St 1%	0%	F	0.089	F	0.521	8800	G	2003
301 Crater Ru	Combined Traffic:	NA	G	3070	1 70	∠ 70	1 70	1 70	U 70	F	0.069 NA	r	U.JZ I	NA	G	2003
	Combined Tranic.	IVA		_					-		INA			INA		
Crotor Pd	0.18	4600	G	From:		ar, Bus US 2%	1%	Washingto		F	0.102	F	0.504	5000	G	2002
301 Crater Rd			G	96%	1%	270	170	1%	0%	Г	0.103	Г	0.584	5000	G	2003
	Combined Traffic:	NA									NA			NA		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.11			From:	00/		Par, Banl				0.400			0000		0000
(301) Crater Rd	0.14	3000	G	93%	0%	1%	4%	2%	0%	С	0.102	F		3200	G	2003
•	Combined Traffic:	6700	G	93% To:	1%	2%	3% ingbrook S	2%	0%	F	NA			7200	G	
				From:			rater Rd	) L								
301 Bollingbrook	St 0.23	3300	G	95%	0%	2%	1%	1%	0%	С	0.093	F		3500	G	2003
	Combined Traffic:	6800	G	94%	1%	3%	1%	1%	0%	С	NA			7300	G	
				To:			5th St		1							
301 Bollingbrook	St 0.15	3600	G	95%	0%	1%	2%	2%	0%	С	0.090	F		3900	G	2003
(001)	Combined Traffic:	6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G	
				To:			3rd St									
Pallia alamata	0.00	0700	_	From:			T US 301		00/	_	0.400	_		7000	0	0000
301 Bollingbrook		6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G	2003
•	Combined Traffic:	NA		To:		IIC 1	Par, 2nd S	2+	1		NA			NA		
				From:			N RT 1	51								
301 1 2nd Str	reet 0.35	11000	G	98%	0%	1%	0%	0%	0%	F	NA			12000	G	2003
				To:		SCL Co	olonial Hei	ghts								
				From:		US 3	01 Crater S	St								
301 Bank St	0.24	3500	G	93%	1%	3%	2%	1%	0%	С	0.1	F		3800	G	2003
(F)	Combined Traffic:	6800	G	94%	1%	3%	1%	1%	0%	С	NA			7300	G	
				To: From:			5th St									
301 Bank St	0.15	3000	G	93%	1%	3%	2%	1%	0%	F	0.099	F		3300	G	2003
	Combined Traffic:	6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G	
				To: From:			3rd St									
301 Bank St	0.09	4100	G	93%	1%	3%	2%	1%	0%	F	0.099	F		4500	G	2003
- B.	Combined Traffic:	11000	G	94%	1%	3%	1%	1%	0%	F	NA			12000	G	
				To:		ALT US	301 Par, 2	nd St								
~~~~·		0=0-	_	From:			301 Par; B		001	_	0.465	_		4000	_	0000
3ρ1 2nd Street	0.06	3700	G	93%	1%	3%	2%	1%	0%	F	0.103	F		4000	G	2003
	Combined Traffic:	6700	G	93%	1%	2%	3%	2%	0%	F	NA			7200	G	
				To:	U		01 Bolling									
ALT		0=00	_	From:	001		01 Crater F		001	_		_	0.50:	0000	_	0000
301 Sycamore St	0.30	8500	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.524	9200	G	2003
~				To:		Sc	outh Blvd									

					DIN	widdie Maintena	ance Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg				-											
ALT O	0.05	0.400	_	From:	00/	South Blvd	00/	00/	_	0.000	_	0.045	0000	0	0000
Sycamore St	0.95	6400	G	98%	0%	1% 0%	0%	0%	С	0.089	F	0.615	6900	G	2003
ALT				To: From:		North Blvd									
301 Sycamore St	0.42	10000	G	98%	0%	1% 0%	0%	0%	F	0.086	F	0.628	11000	G	2003
<del>~</del>				To: From:		Graham Rd									
ALT Synamore St	0.56	42000	•		00/		00/	00/	_	0.007	_	0.550	12000	0	2002
Sycamore St	0.56	12000	G	98% To:	0%	1% 0% US 1 Wythe S	0%	0%	F	0.087	F	0.552	13000	G	2003
ALT				From:		US 1	э.								
301 1 Wythe St	0.20	14000	G	95%	1%	2% 1%	1%	0%	F	0.089	F		15000	G	2003
Combined	Traffic:	NA								NA			NA		
				To:		Bus US 460 Jeffer									
ALT 301 1 Jefferson St	0.07	3400	G	95%	1%	Bus US 460 Wyt	he St 1%	0%	F	0.086	F	0.709	3700	G	2003
01)(1)			G	95 /6	1 /0	2/0 1/0	1 /0	0 /6	'	NA	•	0.709	NA	G	2003
Combined	Hailic.	NA		To:		Functional Class C	'hange			INA			INA		
ALT				From:	Ви	s US 460 Par, Wash									
301 1 Jefferson St	0.21	890	G	95%	1%	2% 1%	1%	0%	F	0.108	F	0.813	960	G	2003
Combined	Traffic:	NA								NA			NA		
				To: From:		Henry St									
ALT Honny St	0.05	560	G	95%	1%	Jefferson St 2% 1%	1%	0%	F	0.129	F		610	G	2003
301 1 Henry St	0.05	560	G	95%	170	2% 1%	170	0%	Г		Г			G	2003
Combined	Tramc:	NA		To:		3rd St		1		NA			NA		
ALT				From:		Henry St									
301 1 3rd Street	0.05	1700	G	95%	1%	2% 1%	1%	0%	F	0.110	F		1800	G	2003
Combined	Traffic:	NA								NA			NA		
				To		US 301 Par, Ban	k St	1							
ALT	0.05	2000	_	From:	40/	·		00/	_	0.400	_		2400	0	2002
301 1 3rd Street	0.05	2800	G	95%	1%	2% 1%	1%	0%	F	0.109	F		3100	G	2003
Combined	ı ramıc:	NA		To:		US 301 Bollingbro	ook St	1		NA			NA		
ALT				From:		US 1, ALT US 301									
301 301 Bollingbrook St	80.0	6700	G	95%	0%	2% 1%	1%	0%	F	0.103	F		7300	G	2003
Combined	Traffic:	NA								NA			NA		
				To:		US 301									
ALT				From:		US 1 Wythe S	St								
Sycamore St	0.09	7600	G	98%	0%	1% 1%	1%	0%	F	0.091	F	0.529	8200	G	2003
<del>~</del>				To:		Bus US 460 Washir									
ALT Bus	0.00	16000	_	From:	40/	Bus US 460 P		00/	_	0.005	_		17000	_	2000
301 460 Washington St	0.09	16000	G	94%	1%	3% 2%	1%	0%	F	0.085	F		17000	G	2003
Combined	Hanic:	30000	G	94%	1%	2% 1%	1%	0%	F	NA			32000	G	
ALT				From:		Bus US 460 Washir	ngton St								
Adams St	0.06	5200	G	98%	0%	1% 1%	1%	0%	F	0.092	F	0.715	5600	G	2003
P /				To-		Franklin St		1							
ALT 04	0.40	4700	_	From:	001		407	001	_	0.005	_	0.757	5000	_	0000
301 Adams St	0.16	4700	G	98% To:	0%	1% 1%	1%	0%	F	0.095	F	0.757	5000	G	2003
•				From:		Henry St Adams St									
ALT 301 Henry St	0.04	3200	G	98%	0%	1% 1%	1%	0%	F	0.085	F		3400	G	2003
Combined		NA	-						•	NA	٠		NA	-	
				To:		Second St									
ALT				From:		Henry St							·		
3β1 Second St	0.05	2900	G	98%	0%	1% 1%	1%	0%	F	0.086	F		3100	G	2003
<del>``</del>				To:		US 301 P Bank	St	]							
Dinwiddie County															
~~	0.00	=0	_	From:	401	Nottoway County		001	_	0.6=4	_	0.=0	5000	_	000-
460	6.80	5300	G	86%	1%	1% 1%	11%	0%	F	0.076	F	0.52	5200	G	2003
~-				To:		26-625									

					DIN	widdie Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County															
~~~	0.00	0000	_	From:	40/	26-625	440/	00/	_	N1.0			0000	0	0000
460	2.99	6200	G	86%	1%	1% 1%	11%	0%	F	NA			6200	G	2003
~~~				To: From:		26-602									
460	2.32	6700	Α	86%	1%	1% 1%	11%	0%	С	0.102	Α	0.549	6600	Α	2003
				To		26-611		1							
460	3.29	6700	G	From:	1%	1% 1%	11%	0%	F	0.076	F	0.581	6600	G	2003
400				To:											
Now Coy Dd	2.26	7400	G	From: 86%	10/	26-627	110/	00/		0.076	F	0.600	7400		2002
New Cox Rd	2.36	7400	G	00%	1%	1% 1%	11%	0%	F	0.076	Г	0.608	7400	G	2003
~~~				From:		26-628 Tranquility									
60 Cox Rd	2.12	9300	G	86%	1%	1% 1%	11%	0%	F	0.079	F	0.649	9200	G	2003
<u> </u>				To: From:		26-631 Claiborne	Rd	1							
460 Cox Rd	0.25	11000	G	86%	1%	1% 1%	11%	0%	F	0.083	F	0.647	11000	G	2003
400)															
Caupand	2.00	40000		From:	40/	26-743 Hart R		00/		0.004		0.055	40000		2002
460 Cox Road	2.00	12000	G	86%	1%	1% 1%	11%	0%	F	0.084	F	0.655	12000	G	2003
				From:		W 26-632 Olgers	Rd								
460 Cox Rd	0.61	16000	G	86%	1%	1% 1%	11%	0%	F	0.081	F	0.526	15000	G	2003
<u> </u>				To		E 26-632 Buttewoo	nd Rd								
460 Cox Rd	0.18	16000	G	From: <b>86</b> %	1%	1% 1%	11%	0%	F	0.080	F	0.533	16000	G	2003
460	55		_		.,,				·	0.000	•	0.000			
~~~				From:	40/	SR 226 Cox R							4=000		
460 Airport St	1.21	17000	G	86%	1%	1% 1%	11%	0%	F	0.075	F	0.568	17000	G	2003
				To: From:		I-85; Bus US 4	50								
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1.48				9	I 85 N ee I-85 for direct	ional tra	ffic volu	ma act	imatae fa	r thic	coamont			
460 85		40000	_	040/								-	20000	_	
	Combined Traffic:	40000	G	81%	1%	1% 1%	15%	1%	F	0.075	F	0.614	36000	G	
~~~				From:		US 1									
460 (85)	1.18				S	ee I-85 for direct	ional tra	ffic volui	me est	imates fo	r this	segment.			
$\sim$	Combined Traffic:	51000	G	81%	1%	1% 1%	15%	1%	F	0.076	F	0.602	45000	G	
				To-		SCL Petersbur	g								
City of Petersburg															
				From:		SCL Petersbur	g								
460 (85)	1.01				S	ee I-85 for direct	ional tra	ffic volui	me est	imates fo	r this	segment.			
$\sim$	Combined Traffic:	51000	G	81%	1%	1% 1%	15%	1%	F	0.076	F	0.602	45000	G	
				To		Squirrel Level R	oad								
460 (85)	2.57			From:	S	ee I-85 for direct		ffic volu	me est	imates fo	r thic	seament			
460 (85)		60000	•	010/							<i>n</i> uno	segment.	E4000	_	
	Combined Traffic:	00000	G	81%	1%	1% 1% I-85 S	15%	1%	F	NA			54000	G	
				From:	Ma	intenance Jurisdiction	on Change								
460 County Dr	2.64	10000	Α	86%	1%	2% 1%	10%	0%	С	0.097	Α	0.624	11000	Α	2003
700) 500, 51	2.07			, F	. 70				-					,,	
~~~~	221	40000	_	From:	401	SR 106 Courthous		201		0.000		0.550	40000		0000
60 County Dr	0.34	12000	G	86%	1%	2% 1%	10%	0%	F	0.082	F	0.572	13000	G	2003
				To-		ECL Petersbur	g								
Dinwiddie County															
Bus			_	From:		I-85; US 460		221	_		_			_	
460 Airport St	0.17	7000	G	93%	1%	3% 3%	1%	0%	С	0.081	F	0.589	7600	G	2003
Due				To: From:		US 1 Boydton Plan									
Bus Povetto	n Dlank Dd 170	11000	c	<u> </u>	20/	US 1 Plank Ro		Λ0/	_	0.002	E	0 500	11000	C	2002
460 1 Boydto	n Plank Rd 1.70	11000	G	94%	2%	2% 1%	1%	0%	F	0.092	F	0.598	11000	G	2003
Rus				From:		I-85 SW of Peters	burg								
Bus 460 1 Boydto	n Plank Rd 1.22	15000	G	98%	0%	1% 1%	1%	0%	F	0.086	F	0.514	16000	G	2003
460 (1) Boydto	iii iaiin Nu I.ZZ	13000	G	90 % 	U /0			U /0	1-	0.000	1.	0.514	10000	G	2003
Bus				From:		SR 226 Cox R	d								
Bus 460 (1)	0.45	14000	Α	98%	0%	1% 1%	1%	0%	С	0.107	Α	0.565	15000	Α	2003
700	0.10		- •	To:	- 70	WCL Petersbu		7,0	-			000		, .	
				<u> </u>		,, CL 1 CICISUU	0								

2							Din	widale iv	/laintenai	nce Area	1							
No.   Combined Traffic   Combi	Route		Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Mashington St	City of Petersburg												. acto					
Second   S	Bus	aatan Ct	0.40	42000	•		00/			_	00/	_	0.001	_	0.544	14000	0	2002
Mashington St	460) (1) Washir	ngton St	0.40	13000	G	98%	0%			1%	0%	Г	0.091	F	0.544	14000	G	2003
	Bus					From:		Sı	ummit St		-							
10.00   1	460 (1) Washir	ngton St	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.519	14000	G	2003
Mashington St. 0.57   15000   G   98%   1%   2%   1%   1%   0%   C   0.090   F   0.535   16000   G   2001	Due.					To: From:			Elm St									
US   Park Web is   1.08	~~~	naton St	0.57	15000	G		1%	2%	1%	1%	0%	С	0.090	F	0 535	16000	G	2003
1   Wythe St   1.08   8400   G   95%   1%   2%   1%   1%   0%   F   NA   19000   G   2000   G   2	400) (1) 11 acim	.g.o ot	0.0.				.,,						0.000	•	0.000	.0000		
Combined Traffic: 17000 G 95% 1% 2% 1% 1% 1% 0% F NA 19000 G	Bus																	
Name	460 1 Wythe													F				2003
100   1   100		Combine	d Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Combined Traffic:   2000   G   95%   1%   2%   1%   1%   0%   F   NA   22000   G	Bus					From:		]	Perry St									
Combined Traffic:   2000   G   95%   1%   2%   1%   1%   0%   F   NA   22000   G   2003   Combined Traffic:   NA   NA   NA   NA   NA   NA   NA   N	460 1 Wythe	St	0.15	10000	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G	2003
Wythe St		Combine	d Traffic:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G	
Wythe St	200					To-		SR 3	6 Market S	St								
Combined Traffic: NA	Bus 460 1 Wythe	St	0.20	10000	G		1%				0%	F	0 093	F		11000	G	2003
ALT US 301 Symmotor St	100 (1) Wyllic				·	3370	1 /0	270	1 70	1 70	0 70	'		•			J	2000
Wythe St			a manto.	17/1		To:		AITIE	201 5	ono Ct			11/7			11/7		
Combined Traffic: NA	Bus					From:						_		_			_	
US   Jefferson St	160 { 1 } Wythe				G	95%	1%	2%	1%	1%	0%	F		F			G	2003
1.85   Wythe St   0.20   16000   G   96%   1%   2%   0%   1%   0%   C   0.098   F   17000   G   2003	~ ~	Combine	d Traffic:	NA									NA			NA		
Combined Traffic:   32000   G   96%   1%   2%   2%   2%   2%   0%   C   0.098   F   17000   G   2000   2000   G   2000   2000   G   2000   G   2000   G   2000   G   2000   G   2000   G	Bus					From:		US 1	Jefferson	St								
Combined Traffic:   32000   G   93%   1%   2%   2%   2%   0%   C   NA   35000   G			0.20	16000	G	96%	1%	2%	0%	1%	0%	С	0.098	F		17000	G	2003
1000   1000		Combine	d Traffic:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			35000	G	
1000   1000						To-		I-	-85. I-95		1							
Combined Traffic: 23000 G 94% 1% 2% 1% 2% 0% F NA 25000 G    State	Bus Wytho St		0.30	10000	G		10/			10/	Ω0/-	_	0.084	_		11000	G	2003
SR 36; US 301 Crater Rd	460 Wyllie St	Combine												'				2000
1.95   1.95		Combine	u mamo.	23000	G	3 <del>4</del> /0	1 70				070	'	INA			23000	J	
Combined Traffic: NA    Combined Traffic: NA   NA   NA   NA   NA   NA   NA   NA	Bus ~~~					From:												
Sus   1-95; BUS US 460 Par, Winfield Rd   1-96; BUS US	160 (301 Crater	Rd	0.96	11000	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552		G	2003
Sus	~~	Combine	d Traffic:	NA									NA			NA		
No.088   No.052   12000   No.088   No.0552   12000   No.089   No.088   No.089   No.088   No.088   No.088   No.088   No.088   No.088   No.089   No.088   No.089   No.088   No.088   No.088   No.089   No.088   No.088   No.0	Rus					From:	I-95;	BUS US	460 Par, V	Vinfield Ro	·							
Sus   Washington St   0.31   9100   G   96%   1%   2%   1%   1%   0%   F   0.093   F   9800   G   2003	~~~	Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	Ν	0.088	Ν	0.552	12000	Ν	2003
Washington St   0.31   9100   G   96%   1%   2%   1%   1%   0%   F   0.093   F   9800   G   2003						To:		US 3	01 Crater F	₹d								
Washington St	Bus					From:	U	S 1 Wythe	e St Batters	sea Lane								
Combined Traffic: 17000 G 95% 1% 2% 1% 1% 0% F NA 19000 G  Bus   From   123-9025 West St   123-9025 West St	460) ( p ) Washir	ngton St	0.31	9100	G	96%	1%	2%	1%	1%	0%	F	0.093	F		9800	G	2003
Washington St	÷	Combine	d Traffic:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G	
Washington St	Que					To: From:		123-9	0025 West	St								
Combined Traffic: 17000 G 95% 1% 2% 1% 1% 0% F NA 19000 G    Combined Traffic: 17000 G 95% 1% 2% 1% 1% 0% C 0.097 F 11000 G 2003   Combined Traffic: 20000 G 95% 1% 2% 1% 1% 0% F NA 22000 G	~~ ~~	naton St	0.40	9000	G		1%	2%	1%	1%	0%	F	0 092	F		9700	G	2003
Sus   From:   123-9029 South St   123-9029 S	+80 (1) ***********************************	-												•				_500
Washington St 0.27 10000 G 96% 1% 2% 1% 1% 0% C 0.097 F 11000 G 2003 C C C c c c c c c c c c c c c c c c c		2 31010				To:	. , ,						, .					
Combined Traffic: 20000 G 95% 1% 2% 1% 1% 0% F NA 22000 G    Sus   Front   Guarantee St	Bus	,		446	_										_		_	
Bus   Go   1 Washington St   0.24   10000   G   95%   1%   2%   1%   2%   0%   C   0.087   F   11000   G   2003   G   Combined Traffic:   20000   G   95%   1%   2%   1%   2%   0%   F   NA   22000   G   Sus   Sus   Sus   Go   Washington St   0.19   13000   G   94%   1%   3%   2%   1%   0%   F   NA   25000   G   Sus   Combined Traffic:   23000   G   94%   1%   2%   1%   1%   0%   F   NA   25000   G   Sus   Combined Traffic:   23000   G   94%   1%   2%   1%   1%   0%   F   NA   25000   G   Sus   Combined Traffic:   23000   G   94%   1%   2%   1%   1%   0%   F   NA   25000   G   Sus   Combined Traffic:   23000   G   94%   1%   2%   1%   1%   0%   F   NA   25000   G   Sus   Combined Traffic:   23000   G   2003   Combined Traffic:   23000   C   2003   C   2003	160} { p Washir	-												F				2003
Washington St 0.24 10000 G 95% 1% 2% 1% 2% 0% C 0.087 F 11000 G 2003 Combined Traffic: 20000 G 95% 1% 2% 1% 2% 0% F NA 22000 G North Market St US 1 Par; SR 36 Market St US 1 Par; SR 36 Market St Combined Traffic: 23000 G 94% 1% 3% 2% 1% 0% C 0.087 F 14000 G 2003 C Combined Traffic: 23000 G 94% 1% 2% 1% 1% 0% F NA 25000 G	~ ~	Combine	d Traffic:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G	
Washington St	Bus					To: From:		Gu	arantee St									
Combined Traffic: 20000 G 95% 1% 2% 1% 2% 0% F NA 22000 G  To North Market St  US 1 Par; SR 36 Market St  US 1 Par; SR 36 Market St  Combined Traffic: 23000 G 94% 1% 3% 2% 1% 0% C 0.087 F 14000 G 2003  Combined Traffic: 23000 G 94% 1% 2% 1% 1% 0% F NA 25000 G	~~ ~~	ngton St	0.24	10000	G	95%	1%	2%	1%	2%	0%	С	0.087	F		11000	G	2003
North Market St    Sus   From: US 1 Par; SR 36 Market St	·\$7 (\$)	-																
Washington St 0.19 <b>13000 G</b> 94% 1% 3% 2% 1% 0% C 0.087 F 14000 G 2003 Combined Traffic: <b>23000 G</b> 94% 1% 2% 1% 1% 0% F NA 25000 G						To-		Nort	h Market S	St								
Combined Traffic: <b>23000 G</b> 94% 1% 2% 1% 1% 0% F NA 25000 G	Bus			40000		<u> </u>											_	
Combined Traffic: <b>23000 G</b> 94% 1% 2% 1% 1% 0% F NA 25000 G	Washington S	St												F				2003
ALT US 301 Par, Sycamore St	*-	Combine	d Traffic:	23000	G						0%	F	NA			25000	G	
						To:	A	LT US 30	l Par, Syca	amore St								

					וווט	widule iv	riaintenai	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Bus	0.00	40000	_	From:			1 Par, Syca		00/	_	0.005	_		47000	_	0000
Washington	St 0.09	16000	G	94%	1%	3%	2%	1%	0%	F	0.085	F		17000	G	2003
	Combined Traffic:	30000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	G	
Bus				From:	I	ALT US 3	01 Par, Ad	ams St								
Washington :	St 0.10	15000	G	94%	1%	3%	2%	1%	0%	F	0.082	F		16000	G	2003
480 Washington	Combined Traffic:		G	94%	1%	2%	1%	1%	0%	F	NA	•		32000	G	2000
	Combined Trainc.	30000	G	94 /0	1 /0				0 /0		INA			32000	G	
Bus				From:		US 1	Jefferson S	St								
¥β0 Washington S	St 0.24	17000	G	90%	1%	2%	4%	4%	0%	С	0.079	F		18000	G	2003
- P-	Combined Traffic:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			35000	G	
				To:			I-95									
Bus				From:												
¥β0 Washington S	St 0.24	13000	G	93%	1%	2%	2%	2%	0%	С	0.089	F		14000	G	2003
<del>-</del> -	Combined Traffic:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
				To		US 30	01 Crater F	2d	1							
Bus				From:						_		_				
460 (301) Crater	Rd 0.10	8100	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8800	G	2003
~~~	Combined Traffic:	NA									NA			NA		
				To:	SI	R 36, BUS	US 460 V	Vythe St	ļ							
Bus	D4 0.00	44000	_	000/	40/	20/	40/	40/	00/	0	0.000	_	0.550	40000	_	2002
460 (301) Crater		11000	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	G	2003
	Combined Traffic:	NA		т.,	T 0.5	DI IO I IO	460 D II	r c 115	, 1		NA			NA		
Bus				To: From:	1-95;		460 Par, V 01 Crater F		d							
Winfield Rd	0.43	1800	G	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	G	2003
4 <u>60</u> Willingia IXa			•	3 <del>-1</del> /0	1 /0	270	1 /0	2 /0	0 70	C		•	0.37 1		O	2003
	Combined Traffic:	NA									NA			NA		
Bus				From:	S	tate Main	tenance Bo	oundary								
Winfield Rd	0.09	1800	G	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	G	2003
490	Combined Traffic:	NA	•	0.70	. , 0	_,,	. , 0	_,,	0,0	Ū	NA	·	0.0.	NA	•	
	Combined Traine.	NA.		To:		US 46	0 County l	Rd			INA			INA		
						00.0	o county i									
Dinwiddie County				From:		SR 2	226 Cox R	1	Ī							
600) Ferndale Rd	0.88	11000	G	96%	0%	2%	1%	1%	0%	С	0.096	F	0.564	12000	G	2003
600) i diridalo i ta	0.00		•	0070	070				070	Ŭ	0.000	•	0.001	12000	Ŭ	2000
				From:			01 River R									
600)	0.53	7700	G	96%	0%	2%	1%	1%	0%	F	0.098	F	0.512	8300	G	2003
				To:	Che	esterfield (	County Lin	ie; 20-600								
_				From:		26-708	Namozine	Rd								
601) River Road	0.52	720	G	96%	0%	2%	0%	1%	0%	F	0.124	F	0.63	780	G	2003
				To:		26-7	43 Hart Ro	1	1							
601) River Rd	3.25	1600	G	96%	0%	2%	0%	1%	0%	F	0.111	F	0.670	1800	G	2003
001) 14101 140	0.20		•	0070	070				070	•	0.111	•	0.010	1000	Ŭ	2000
O 5: 5:				From:	201		Henshaw			_						
601) River Rd	1.92	3600	G	96%	0%	2%	0%	1%	0%	С	0.101	F	0.62	3900	G	2003
				To:		26-60	00 River R	d								
_				From:		US 46	60 W; 26-6	22								
602)	0.20	90	R								NA			NA		09/26/20
				To:		US	460 EAST	,								
				From:		26-67	2 Church F	₹d								
603) Weakley Rd	0.50	1500	R	<u></u>							NA			NA		08/15/20
		-		To:	SR 1	142 Simps	on Rd; 26-	1320; Gar	,							
_				From:			US 460; C									
603) Sterling Rd	0.23	1700	G	96%	1%	2%	0%	1%	0%	F	0.105	F	0.537	1800	G	2003
				To:												
Storling Dd	0.68	1600	G	96%	1%	2%	362 Oak C 0%	1%	0%		0 000	Е	0.605	1800	C	2003
603) Sterling Rd	0.08	1600	G	90%	1 70				U 70	С	0.098	F	0.005	1000	G	2003
				To	_	20.00		_								
				From:		26-1.	319 Short S									
603) Sterling Rd	0.23	1500	G	From: 96%	1%	26-13 2%	0%	1%	0%	F	0.094	F	0.613	1600	G	2003

					Din	iwiaaie iv	laintenan	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
Charling Dd	0.04	4500	_	From:	40/		Del Keith		00/	_	0.007	_	0.570	4000	_	2002
603 Sterling Rd	0.04	1500	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.576	1600	G	2003
							226 Cox Rd		L							
Lalifov Dd	1.07	500	•	From:			orge County		00/	_	0.076	_	0.516	500	0	2002
604 Halifax Rd	1.87	590	G	97% To:	0%	1%	1% 05 SOUTH	1%	0%	F	0.076	F	0.516	590	G	2003
				From:			S; Ellington									
(604) Halifax Rd	2.96	1100	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.645	1100	G	2003
004)				To			utler Brancl	. n.i								
604) Halifax Rd	1.77	1500	G	From: 97%	0%	1%	1%	1%	0%	F	0.085	F	0.568	1500	G	2003
(604) Halifax Rd	1.77	1000	J	31 70	070				070	'	0.000	•	0.000	1300	O	2000
O 5				From:	201		MN 26-607			_		_		1000		
604) Halifax Rd	0.60	1500	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.799	1600	G	2003
				From:		26-67	7 Carson Re	d	-							
(604) Halifax Rd	0.63	2000	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.53	2100	G	2003
				To:		SCL	Petersburg									
				From:		US 1 Bo	ydton Plank	Rd								
(605) Hunnicut Rd	2.53	620	R								NA			NA		08/13/200
				To		26-660	E; Quaker l	Rd	Į.							
(605) Old Vaughan Rd	3.20	390	R	From:		20-000	L, Quaker I	.cu			NA			NA		08/13/200
605) Old Vadgilair i ta	0.20	000	•													00/10/200
$\bigcirc$	0.00	000		From:	00/		V; Old Stage				0.004		0.505	000		0000
605)	0.08	930	G	94%	2%	2%	1%	1%	0%	С	0.091	F	0.565	930	G	2003
				From:		26-670	E; Duncan	Rd	-							
(605) Old Stage Rd	0.50	630	R								NA			NA		08/13/200
				To		26-669	Old Stage I	Rd								
(605) Monks Neck Rd	4.49	260	R	From:							NA			NA		08/13/200
				To:		26-604	N; Halifax	Rd								
				From:		26-604	S; Halifax l	Rd								
(605) Ellington Rd	1.40	230	R								NA			NA		08/13/200
				To:		Prince Ge	orge County	Line								
				From:		26-669	Old Stage I	Rd								
(606) Reams Dr	2.00	290	R								NA			NA		08/13/200
				To:			S; Halifax l									
Only Ones Byl	4.40	000	_	From:		26-604	N; Halifax	Rd			NI A			NIA		00/40/000
(606) Oak Grove Rd	1.40	320	R	To:		D : C	0 1	т.			NA			NA		08/13/2002
				10.			orge County									
			_	From:		26-60	4 Halifax R	d								00//0/000
(607) Butler Branch Rd	1.50	250	R								NA			NA		08/13/200
				To:			orge County	Line								
$\overline{}$	• • •		_	From:		1	US 460				•••					00/00:==
(608)	0.46	130	R	т.			26.622				NA			NA		09/26/2002
				In:			26-622									
$\widehat{}$				From:		Brunswi	ck County I	ine					<del></del>			
(609)	0.80	190	R								NA			NA		10/03/2002
				To: From:			26-687									
(609)	3.40	160	R								NA			NA		10/03/2002
				To:			26-616									
$\overline{}$			_	From:			12-616						_			10/
(609)	0.70	190	R								NA			NA		10/03/2002
				To: From:			SR 40									
609	2.30	130	R								NA			NA		10/03/2002
				To:			19 SOUTH									
$\widehat{}$		_	_	From:		26-6	19 NORTH						_	_		
609	1.60	100	R								NA			NA		10/03/2002
				From			26-664									
609)	2.90	340	R								NA			NA		1995
				To:		26-62	6 Flatfoot R	d								

					Din	widdie M	aıntenaı	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		26.626	El .C	0.1	i							
(609)	2.20	370	G	89%	1%	26-626 5%	Flatfoot l	4%	0%	С	0.099	F	0.583	360	G	2003
(009)				To:	.,,		6-670	.,,	0,0		0.000	•	0.000			
				From:		Brunswic	k County	Line								
(610)	1.40	170	G	94%	3%	3%	0%	1%	0%	С	0.126	F	0.632	170	G	2003
				To: From:			SR 40		-							
(610) Old White Oak Rd	0.50	190	G	94%	3%	3%	0%	1%	0%	F	0.157	F	0.686	190	G	2003
				To: From:			Lew Jones 6-650	s Rd								
610	0.20	220	R								NA			NA		10/03/2002
				To: From:		2	6-701		ŀ							
610)	2.40	180	R								NA			NA		10/03/2002
				To: From:		2	6-651		-							
610	1.40	100	R								NA			NA		10/03/2002
				To: From:		2	6-644									
610)	1.20	300	R								NA			NA		10/03/2002
				From:		2	6-645									
610	2.30	220	R								NA			NA		10/03/2002
				To: From:		2	6-622									
610	0.90	210	R	To:			6-613				NA			NA		10/03/2002
				From:				, D.J								
(611) Wilkinson Rd	3.44	480	G	95%	0%	26-627 C	0%	1%	0%	С	0.085	F	0.571	480	G	2003
011)	• • • • • • • • • • • • • • • • • • • •			To:			6-645					-				
611)	1.82	160	G	95%	0%	4%	0%	1%	0%	F	0.129	F	0.571	160	G	2003
<u>(611)</u>				To:			6-613			-						
611)	3.25	180	G	95%	0%	4%	0%	1%	0%	F	0.114	F	0.55	180	G	2003
				To:		I	IS 460		1							
<b>611</b> )	0.15	1100	R	From:			5 .00				NA			NA		10/03/2002
				To: From:			1 S; 26-75									
644	0.92	920	R	FIOII.		26-75	N; 26-71	16			NA			NA		10/03/2002
611)	0.02	320		To:		2	C 721				14/4			IVA		10/03/2002
(611)	0.79	380	R	From:		2	6-731				NA			NA		10/03/2002
011)				To:		2	6-723									
<b>611</b> )	0.99	280	R	From:			.0-723				NA			NA		10/03/2002
011)				To:		2	6-624		1.							
611)	3.08	390	R	From:			.0 021				NA			NA		10/03/2002
				To:			08 EAST									
	0.36	260	R	From:		26-70	08 WEST	,			NA			NA		10/03/2002
611)	0.50	200	IX.								INA			INA		10/03/2002
(614)	1.45	200	R	From:		2	6-747				NA			NA		10/03/2002
611)	1.10		• • •	To:		2	6-623									10/00/2002
				From:		Brunswic	k County	Line								
612) Harpers Bridge Rd	0.10	230	G	93%	1%	5%	0%	0%	0%	F	0.105	F	0.694	230	G	2003
$\overline{}$				From:			6-638		<u> </u>							
(612)	0.77	370	G	93%	1%	5%	0%	0%	0%	С	0.131	F	0.667	370	G	2003
				To:			SR 40									
	4 40	100	Б	From:		Brunswic	k County	Line			NIA			NIA		10/04/2022
613	1.12	190	R	_					-		NA			NA		10/04/2002
	1.00	200	- P	From:		2	6-638		-		NIA			NIA		10/04/2020
613	1.92	200	R	To:		າ	6-651		1		NA			NA		10/04/2002
				1			0-051									

Route	Length	AADT	QA	4Tire	Bus		uck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County						2Axle 3+Axle	1 I rail	21 rail		Factor		Factor			
(613)	1.82	160	R	From:		26-651				NA			NA		10/04/2002
				To: From:		SR 40 WEST									
(613)	7.37	220	G	95%	0%	SR 40 EAST 4% 0%	1%	0%	С	0.173	F	0.814	220	G	2003
(013)				To:	• • • • • • • • • • • • • • • • • • • •	26-622	.,,				•	0.0			
613)	0.93	290	G	95%	0%	4% 0%	1%	0%	F	0.125	F	0.639	290	G	2003
	1.13	290	R	From:		26-646				NA			NA		10/04/2002
613)				To:		26-624 WEST									.0.0
613)	1.93	440	R	From:		20 021 11201				NA			NA		10/04/2002
<u>(613)</u>	3.27	440	R	From:		26-611 Wilkinson	Rd			NA			NA		10/04/2002
019	_			To		26-627; 26-645	<u>,                                      </u>								
613) White Oak Rd	1.38	360	R	From:		20-027, 20-043	,			NA			NA		10/04/2002
613) White Oak Rd	1.26	590	R	From:		26-628 Tranquility	Lane	-		NA			NA		10/04/2002
(613) White Oak Rd	1.20	390	K	To		26-661 Boisseau	D4			INA			INA		10/04/2002
(613) White Oak Rd	1.77	1400	G	95%	0%	4% 0%	1%	0%	F	0.111	F	0.516	1400	G	2003
				From:	201	26-631 Claiborne							1000		
(613) White Oak Rd	1.71	1200	G	95% To:	0%	4% 0% US 1 N; Boydton Pla	1%	0%	F	0.095	F	0.676	1300	G	2003
				From:		US 1 S; Boydton Pla	ınk Rd								
613 Dabney Mill Rd	1.70	790	G	95%	2%	3% 1%	0%	0%	С	0.103	F	0.726	790	G	2003
Dobnov Mill Bd	1.22	380	G	From: 95%	2%	26-758 Steers R 3% 1%	.d 0%	0%	F	0.129	F	0.68	380	G	2003
(613) Dabney Mill Rd	1.22	300	G	93 70 To:		26-670 WEST; Dun		076	Г	0.129	Г	0.00	360	G	2003
<u> </u>			_	From:		26-670 WEST									
(613) Dabney Mill Rd	0.51	460	G	95%	2%	3% 1%	0%	0%	F	0.101	F	0.576	460	G	2003
(613) Squirrel Level Rd	1.43	250	G	From: 95%	2%	26-670 EAST 3% 1%	0%	0%	F	0.119	F	0.533	250	G	2003
(013) - 4				To		26-742 Plantation			-						
613) Squirrel Level Rd	0.86	370	G	95%	2%	3% 1%	0%	0%	F	0.098	F	0.541	370	G	2003
				To- From:		26-1120 Tanglewoo	od Rd	-							
613) Squirrel Level Rd	1.39	960	G	95%	2%	3% 1%	0%	0%	F	0.099	F	0.697	960	G	2003
0 0 1 11 151	0.40	4400		From:	00/	26-741 Fort Emery		-00/		0.000		0.047	1100		
613) Squirrel Level Rd	0.43	1100	G	95%	2%	3% 1%	0%	0%	F	0.099	F	0.647	1100	G	2003
613) Squirrel Level Rd	0.56	820	G	From: 95%	2%	26-672 Church F 3% 1%	0%	0%	F	0.094	F	0.601	820	G	2003
019 - 1				To:		26-676 Flank R					-				
613) Squirrel Level Rd	1.03	870	G	95%	2%	3% 1%	0%	0%	F	0.112	F	0.533	870	G	2003
				To:		SCL Petersburg	g								
$\bigcirc$	4.00	040	-	From:		SR 40 WEST				NIA			NIA		00/44/0000
(614)	1.23	240	R	To:		WCL McKenne	ev			NA			NA		08/14/2002
Town of McKenney				<u> </u>				•							
(CA)	0.30	240	R	From:		WCL McKenne	y			NA			NA		08/14/2002
(614)	0.00			To:		SR 40 EAST				14/ (			100		00/14/2002
Dinwiddie Countv				From:		D10-1		Т							
(615)	0.41	20	R			Dead End				NA			NA		08/14/2002
				To- From:		0.41 M FRM Dead	End								
615) Blue Tartan Rd	0.91	120	R							NA			NA		08/14/2002
				To:		FR-81									

Route	Length	AADT	QA	4Tire	Bus	1 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		Sussex County	Line	1							
616	2.20	80	R							NA			NA		10/04/2002
	1.90	70	R	To: From:		26-617				NA			NA		10/04/2002
616	1.50		11	To		26-609				INA			14/4		10/04/2002
				From:		26-616									
617	1.50	430	R	. —						NA			NA		10/04/2002
				From:		26-619 WES 26-619 EAS									
617)	1.70	340	R							NA			NA		10/04/2002
				To:		26-665									
Lalligan Bark Dd	1.20	200	_	From:		Sussex County	Line			NIA			NIA		10/04/2001
618) Halligan Park Rd	1.20	290	R	_						NA			NA		10/04/2002
618) Halligan Park Rd	2.82	590	R	From:		26-666 Baugh	Rd			NA			NA		10/04/2002
(618) Halligan Park Rd	2.02	330		To:		26-703 Carson	n Rd			INA			INA		10/04/2002
				From:		Sussex County		1							
619)	3.59	450	G	95%	1%	2% 1%		0%	F	0.121	F	0.582	450	G	2003
				To: From:		SR 40									
619 Courthouse Rd	7.13	470	G	95%	1%	2% 1%	1%	0%	F	0.081	F	0.825	470	G	2003
				To: From:	2	6-650 Hawkins C	hurch Rd	}							
(619) Courthouse Rd	0.85	1200	G	95%	1%	2% 1%	1%	0%	F	0.105	F	0.630	1200	G	2003
				To: From:		26-626 Flatfoo	t Rd								
(619) Courthouse Rd	1.06	1100	G	95%	1%	2% 1%	1%	0%	F	0.107	F	0.631	1200	G	2003
				To: From:		26-679 Lundy									
(619) Courthouse Rd	0.25	1500	G	95%	1%	2% 1%	1%	0%	F	0.103	F	0.666	1500	G	2003
<u> </u>				From:		26-1414 Bisho									
(619) Courthouse Rd	0.59	1500	G	95% To:	1%	2% 1%	1%	0%	С	0.100	F	0.628	1500	G	2003
						US 1									
000	1.20	80	R	From:		26-639				NA			NA		10/04/2002
(620)	1.20	00		To:		26-642 WES	ST	1		14/-			INA		10/04/2002
$\bigcirc$				From:		26-642 EAS									
620	1.80	430	R	To:		US 460 WE	et.			NA			NA		10/04/2002
				From:		US 460 WE									
(620)	1.90	40	R							NA			NA		10/04/2002
				To:		Dead End									
	4.00	200	_	From:		US 460				NIA			NIA		1000
621)	1.60	280	R							NA			NA		1999
	0.40	440		From:		1.60 MN US	460			NA			NΙΔ		09/26/2002
621)	0.40	410	R	To:		Dead End		1		INA			NA		09/20/2002
_				From:		26-650									
622	1.60	60	R	<u> </u>		20 000				NA			NA		10/04/2002
				To		26-647 Nash	Rd								
622	3.70	60	R	From:						NA			NA		10/04/2002
				To: From:		26-610 Old White	Oak Rd								
622)	0.80	90	R	From:						NA			NA		10/04/2002
$\bigcirc$				To: From:		26-613 WES									
622)	3.50	790	G	96%	0%	26-613 EAS 3% 1%		0%	С	0.095	F	0.627	790	G	2003
622				To:	3,0					2.000		J.UL1			
622	1.66	330	R	From:		US 460; 26-6	002	[		NA			NA		10/04/2002
(622)															

					Dill	widdle Mainterlance Are			K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trai		-0C	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County				From:		26-694								
622	2.10	980	R	_					NA			NA		10/04/2002
				To: From:		Amelia County Line								
623)	2.00	450	R	FIOIII.		Amelia County Line			NA			NA		10/04/2002
023)				To:		26-611 Wilkinson Rd								
623) Sutherland Rd	3.28	760	R	From:				<u> </u>	NA			NA		10/04/2002
<u> </u>			_	From:		26-750 Oxford Rd								
623 Sutherland Rd	0.62	1600	R					ī	NA			NA		10/04/2002
623) Station Rd	0.42	430	R	From:		26-708 Namozine Rd			NA			NA		10/04/2002
(023) Station 1 to	0.12			To:		26-760 Southerland Ave								10/0 1/2001
623) Station Rd	0.68	380	R	From:		20-700 Bounchand Tive			NA			NA		10/04/2002
				To:		US 460 Cox Rd								
	2.60	400	_	From:		26-645			NΙΔ			NIA		10/04/2001
624)	2.60	180	R	To:		26-613 WEST			NA			NA		10/04/2002
	2.00	500	_	From:		26-613 EAST			NIA			NIA		10/04/2009
624)	3.80	590	R	т		110 400 FB 000		Ī	NA			NA		10/04/2002
624)	6.00	500	R	From:		US 460; FR-806			NA			NA		10/04/2002
024)				To:		26-611 Wilkinson Rd								
$\bigcirc$			_	From:		US 460								
625	3.52	340	R	To:		Amelia County Line		Ī	NA			NA		10/04/2002
				From:		SR 40								
(626) Flatfoot Rd	5.67	190	G	96%	1%	2% 1% 1%	0%	F	0.119	F	0.712	190	G	2003
				To: From:		26-609 Old Stage Rd								
(626) Flatfoot Rd	4.09	440	G	96%	1%	2% 1% 1%	0%	F	0.094	F	0.855	440	G	2003
O 51.15 1.151	0.40	4400		From:	40/	26-1410 Allen Dr	00/		0.400	_	0.004	1100		2000
626 Flatfoot Rd	0.43	1100	G	96% To:	1%	2% 1% 1% 26-619 Courthouse Rd	0%	C	0.100	F	0.604	1100	G	2003
				From:		US 1 Boydton Plank Rd								
(627) Courthouse Rd	0.90	2500	G	93%	2%	3% 0% 2%	0%	С	0.147	F	0.588	2600	G	2003
$\frac{\bigcirc}{\bigcirc}$				From:		26-611 Wilkinson Rd								
627 Courthouse Rd	1.40	2100	G	93%	2%	3% 0% 2%	0%	F	0.168	F	0.714	2100	G	2003
(627) Courthouse Rd	2.01	1300	R	From:		26-661 Boisseau Rd			NA			NA		10/04/2002
(627) Courthouse Rd	2.81	1300	K	To:		26.612.26.645	1	ı	INA			INA		10/04/2002
627)	2.61	1100	R	From:		26-613; 26-645			NA			NA		10/04/2002
				To- From:		US 460								
(627)	0.80	540	R	From:					NA			NA		10/04/2002
				To: From:		26-751 EAST 26-751 WEST								
(627)	2.20	460	R			20 701 11251		ı	NA			NA		10/04/2002
				To:		26-611 Wilkinson Rd								
(628) Tranquility Lane	0.33	70	ь	From:		Dead End			NA			NA		00/26/2001
(628) Tranquility Lane	U.33	70	R	To		26 612 White C 1 B 1	1	L	INA			INA		09/26/2002
(628) Tranquility Lane	3.10	60	R	From:		26-613 White Oak Rd			NA			NA	_	09/26/2002
4,1 1,7 ======			-	To:		26-689 Bobcat Rd			-					
(628) Tranquility Lane	0.87	360	R	From:				ı	NA			NA		09/26/2002
				To: From:		26-756 Slates Rd								
628 Tranquility Lane	0.70	480	R					ı	NA			NA		09/26/2002
				To:		US 460 New Cox Rd								

				D	inwiddie iviaintena	ince Are	a							
Length	AADT	QA	4Tire	Bus	S			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
									1 40101		1 40101			
0.09	1300	R	From:		US 460 New Co	x Rd			NA			NA		09/26/2002
0.00			To:		26-751 Cox R	d			147 (					00/20/2001
			From:		26-627 Courthou	se Rd	j							
0.93	260	R	_						NA			NA		09/26/2002
0.25	20		From:		26-689				NΔ			NΔ		09/26/2002
0.20			To:		Dead End				IVA			IVA		03/20/200
			From:		Sussex County	ine								
0.30	330	R	To:		SP 40		1		NA			NA		09/26/200
			From:			k Rd								
2.70	780	R	<u> </u>		20 013 Winter 00				NA			NA		08/14/200
			To: From:		26-690 Harris	Rd	ŀ							
0.80	1100	R	To:		110,460,265	20			NA			NA		08/14/200
3.00	420	R	<u>                                     </u>		20-031 Claiboili	. Ku			NA			NA		08/14/200
			To: From:											
1.20	1700	G	<u> </u>	1%			0%	С	0.096	F	0.633	1800	G	2003
			To-		26-601 River									
0.50	400	_	From:		SR 226 WES	Γ			NIA			NIA		00/44/000
0.50	120	ĸ	To:		SR 226 EAS	Γ	1		NA			NA		08/14/200
			From:											
0.25	280	R							NA			NA		08/14/200
			To:											
0.40	190	R	From:		Dead End				NA			NA		10/05/200
			То:		SR 40									
			From:		Dead End									
0.27	80	R	To:		11S 460 Cov I	d			NA			NA		08/14/200
			From:			iu .								
0.49	130	R							NA			NA		10/04/2002
			To:		Dead End									
2.00	260	R	From:		26-613				NΔ			NΔ		10/04/200
2.00			To:		26-702				147 (			1471		10/0-1/200/
1.20	240	R	From:		20 702				NA			NA		10/04/200
			To:											
0.00	280	ь	From:		Nottoway County	Line			NΙΛ			NΛ		10/04/200
0.90	200		To:		US 460 WES	Т			INA			INA		10/04/200
1.00	240		From:		US 460 EAS	Γ			NIA			NΙΔ		10/04/200
1.98	310	ĸ	To:		24 412 ****	г.			INA			INA		10/04/2002
0.20	250	G	From: 91%	0%			0%	С	0.106	F	0.539	250	G	2003
			To		26; 642 EAS	Γ				-				
1 60	260	R	From:		26-642 EAS				NΔ			NΔ		10/04/200
1.00	200		To:		26.620				INA			INA		10/04/2002
			From:		20-020									10/01/000
1.40	310	R							NA			NA		10/04/2002
	0.09 0.93 0.25 0.30 2.70 0.80 3.00 1.20 0.50 0.25 0.40 0.27 0.49 2.00 1.20 0.90 1.98 0.20 1.60	0.09       1300         0.93       260         0.25       20         0.30       330         2.70       780         0.80       1100         3.00       420         1.20       1700         0.50       120         0.25       280         0.40       190         0.27       80         0.49       130         2.00       260         1.20       240         0.90       280         1.98       310         0.20       250         1.60       260	0.09 1300 R  0.93 260 R  0.25 20 R  0.30 330 R  2.70 780 R  0.80 1100 R  3.00 420 R  1.20 1700 G  0.50 120 R  0.40 190 R  0.41 190 R  0.42 180 R  0.49 130 R  1.20 240 R	0.09   1300   R	Length   AADT   QA   4Tire   But	Length   AADT   QA   4Tire   Bus     Carlot   Carlot	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail	Company   Comp	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus     Truck     2Axide 3+Axide   1Trail   2Trail   C   Factor   C   Factor   AAWDT   AAWDT	Length   AADT   QA   4Tire   Bus   Bus   Bus   Azke 3+Axke 1/Trail 2/Trail   QC   K   Eactor   QK   Eactor   AAWUT   QW

					וווט	widdie Maintenar	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		US 460		1							
(640)	1.40	190	R	<u> </u>		03 400				NA			NA		10/04/200
0.00				To:		Nottoway County I	Line								
				From:		US 1 Boydton Plan	k Rd								
(641) Airport Rd	0.55	190	R	_						NA			NA		08/14/2002
				To:		Dead End									
	1.82	350	G	From: 88%	0%	US 460 4% 1%	6%	0%	С	0.089	F	0.546	350	G	2003
642	1.02	350	G	00 70	076		070	0%	C	0.069	Г	0.540	330	G	2003
	0.60	210	G	From: 88%	0%	26-643 4% 1%	6%	0%	F	0.107	F	0.633	210	G	2003
642	0.00	210	G	To:	0 70	26-639 WEST	0 70	0 70	'	0.107	'	0.000	210	O	2003
				From:		26-639 EAST									
642	2.00	170	G	88%	0%	4% 1%	6%	0%	F	0.116	F	0.522	170	G	2003
				From:		26-620 EAST									
642	2.40	150	G	88%	0%	4% 1%	6%	0%	F	0.134	F	0.6	150	G	2003
				To: From:		26-613									
642	1.52	90	R							NA			NA		10/04/2002
				From:		1.52 ME 26-613	3								
642	0.83	70	R							NA			NA		1999
				To:		26-644									
$\bigcirc$	2.20	200	_	From:		SR 40				NIA			NIA		40/04/0000
643	3.20	290	R	To:		26-642		1		NA			NA		10/04/2002
Tr. CM IZ						20-0-12									
Town of McKennev				From:		SR 40									
644)	0.20	650	G	93%	2%	3% 0%	2%	0%	F	0.116	F	0.520	650	G	2003
				To:		NCL McKenny	7								
Dinwiddie County				From:											
640	1.92	560	G	93%	2%	NCL McKenny	2%	0%	С	0.112	F	0.636	570	G	2003
644)	1.02	300	Ü	JJ 70	270		270	070	O	0.112		0.000	370	J	2000
644	2.50	400	R	From:		26-650				NA			NA		10/04/2002
644)	2.50	400	IX.							INA			INA		10/04/2002
<u> </u>	2.50	110	R	From:		26-610 Old White O	ak Rd			NA			NA		10/04/2002
644)	2.50	110	1	т		26.612				14/4			INA		10/04/2002
	2.50	100	R	From:		26-642				NA			NA		10/04/2002
(644)	2.50	100	1	To:		SR 40				14/4			INA		10/04/2002
				From:		26-610 Old White O	ak Rd								
645)	1.40	100	R	<u> </u>						NA			NA		10/04/2002
				To:		26-622									
645)	1.80	360	R	From:		20 022				NA			NA		10/04/2002
				To:		26-646 WEST									
	1.60	220	ь.	From:		26-646 EAST				NA			NIA		10/04/2000
645)	1.60	220	R							NA			NA		10/04/2002
	0.70	260		From:		26-738				NIA			NΙΔ		10/04/2003
645)	0.70	360	R							NA			NA		10/04/2002
	0.70	270		To:		26-637				NI A			NIA		10/04/2022
645)	0.70	370	R							NA			NA		10/04/2002
_	4 40	202		From:		26-715				N I A			NIA.		40/04/0000
645)	1.10	390	R	_						NA			NA		10/04/2002
				From:		26-611 Wilkinson	Rd						<b>.</b>		40/04/222
645)	2.50	620	R	To:		26 612: 26 622	,			NA			NA		10/04/2002
						26-613; 26-627									

					וווט	widdle Mairiteri	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		US 1		- 1							
646	6.00	280	G	89%	3%	3% 1%	4%	0%	С	0.150	F	0.525	280	G	2003
646)	0.00			To-	0,0	26-613	.,,		Ū	000	•	0.020			
				From:		26-622		i							
647)	1.00	60	R			20 022				NA			NA		10/04/2002
				To		26-648		1							
647	1.60	120	R	From:		20-048				NA			NA		10/04/2002
647)	1.00	0	••	To:		26-646 SOUT	ГН						10.		10/01/2001
				From:		26-646 NOR									
647)	2.24	260	R							NA			NA		10/04/2002
				To: From:		26-738									
(647)	1.92	660	R	110111.						NA			NA		10/04/2002
				To:		26-656									
O 5.			_	From:		26-656 Gatewoo	od Rd								10/01/000
647 Nash Rd	0.94	780	R	To:		IIO 1				NA			NA		10/04/200
						US 1									
	4.50	440	_	From:		26-650				N.1.A			NIA		40/04/000
648)	1.50	140	R	To:		26 647 Noah	D4			NA			NA		10/04/2002
						26-647 Nash	Nu								
	0.50	40	ь	From:		US 1				NIA			NΙΔ		10/04/2009
649)	0.50	40	R	To:		26.650				NA			NA		10/04/2002
				From:		26-650									
	1 60	60	G	95%	1%	26-610 Old White		0%	F	0.161	F	0.556	60	G	2002
650	1.60	60	G	95% To:		4% 0% 651 WEST Mason	O% Church Pd		Г	0.161	Г	0.556	60	G	2003
				From:	20-	26-651 WES									
650	1.10	300	G	95%	1%	4% 0%	0%	0%	F	0.117	F	0.618	310	G	2003
				To:		26-644									
650	1.60	410	G	95%	1%	4% 0%	0%	0%	F	0.106	F	0.716	410	G	2003
650					.,,		• • • • • • • • • • • • • • • • • • • •		-	000		00			
	0.90	440		From:	10/	26-622	00/	00/		0.106	F	0.642	410		2002
650	0.80	410	G	95%	1%	4% 0%	0%	0%	F	0.106	Г	0.642	410	G	2003
				From:		26-648									
(650)	2.50	490	G	95%	1%	4% 0%	0%	0%	С	0.150	F	0.855	490	G	2003
				To: From:		US 1 South US 1 North									
(650)	0.15	1300	G	92%	0%	2% 0%	5%	0%	С	0.104	F	0.504	1300	G	2003
(050)	00				0,0			———I	Ū			0.00	.000	Ū	
	0.55	1300	G	From: 95%	1%	26-709 4% 0%	0%	0%	F	0.084	F	0.606	1300	G	2003
650	0.55	1300	G	95 /6	1 /0			0 76		0.004	'	0.000	1300	G	2003
$\overline{}$			_	From:		I-85 RAMI			_		_				
(650)	1.43	350	G	97%	2%	1% 0%	0%	0%	С	0.113	F	0.564	350	G	2003
				From:		26-656 Wes									
650	2.20	230	G	97 <u>%</u>	2%	1% 0%	0%	0%	F	0.117	F	0.667	230	G	2003
				To:		26-619 Courthou	se Rd								
<u> </u>				From:		26-613									
(651)	2.40	210	R							NA			NA		08/27/2002
				To:		SR 40 WES	Т								
651)	1.80	240	R			<u> </u>				NA			NA		1995
				To:		26-610 Old White	Oak Rd								
(651)	2.25	210	R	From:		, coo ora mine				NA			NA		08/27/2002
		-	=	To:		26-650 WES	Т			-			-		
				From:	_	26-650 EAS									
<b>651</b>	1.58	420	R							NA			NA		08/27/2002
				To: From:		SR 40 EAS	Γ								
651)	1.27	200	R	om.	_					NA			NA		08/27/2002
				To:		Dead End									
		·	· <u>-</u>		_	·	·		_		· <u>-</u>			_	·

					Diriwiddle Mairiteriance Area				
Route	Length	AADT	QA	4Tire	Bus	()(:	QK Dir Factor	AAWDT	QW Year
Dinwiddie County				From:	26-644				
652	1.56	350	R		20-044	l NA		NA	08/27/200
<u> </u>				To	US 1				
				From:	26-703 Carson Rd				
653)	0.16	210	R	T	D 15.1	NA		NA	10/04/200
				To:	Dead End				
654)	3.02	390	R	r toin.	26-687 SOUTH	l NA		NA	10/04/200
654	0.02			To	26-687 NORTH	1			
654	0.20	120	R	From:	20-00/ NORTH	NA		NA	10/04/200
909				To:	SR 40				
				From:	Dead End				
655)	0.58	90	R	To:	****	NA		NA	10/04/200
				From:	US 1				
656)	1.20	90	R	Piolii.	26-709	l NA		NA	10/04/200
656	1.20	00		To:	27.759	1.00		14/ (	10/04/200
656) Eppes Rd	1.20	280	R	From:	26-658	NA		NA	10/04/200
030)				To	26-650 W; Hamilton Arms Rd				
O-toward Dd	0.55	400	_	From:	26-650 E; Hawkins Church Rd			NIA	40/04/00/
656 Gatewood Rd	2.55	490	R	To	US 1 SOUTH	NA I		NA	10/04/200
				From:	US 1 NORTH				
Gatewood Rd	0.90	120	R			NA		NA	10/04/20
				To:	26-647 Nash Rd				
	2.10	380	R	From:	US 1	l NA		NA	10/04/20
357	2.10	300	K	To:	26-647 Nash Rd	l NA		INA	10/04/200
				From:	26-709				
658)	1.61	320	R			NA		NA	10/04/200
				To: From:	26-656				
658	2.70	110	R			NA		NA	10/04/200
				To:	26-619 Courthouse Rd				
	0.00	220	В	From:	26-665	NIA		NΙΔ	10/04/200
659	0.90	230	R			NA		NA	10/04/200
250	1.50	260	R	From:	SR 40	NA		NA	10/04/200
659	1.50	200	1	Tail	0.5 70.5	I INC		IVA	10/04/200
659)	1.40	240	R	From:	26-736	NA		NA	10/04/200
		•		To:	26-619 Courthouse Rd			•	. 3.0 200
				From:	26-619 Courthouse Rd				
660) Hardiways Mill Rd	1.89	1100	R			NA		NA	08/15/200
				From:	26-703 Carson Rd				
660) Old Vaughan Rd	1.20	390	R			NA		NA	08/15/200
				To: From:	26-605 WEST 26-605 EAST				
660) Quaker Rd	2.40	420	R	<u> </u>		NA		NA	08/15/200
				To: From:	26-704 Blackwell Rd				
660) Quaker Rd	1.20	660	R	rioin:		NA		NA	08/15/200
				To:	US 1 Boydton Plank Rd				
<u> </u>			_	From:	26-627 Courthouse Rd	0 0 10:	F 0.50:	0.10	0 000
661) Boisseau Rd	2.40	640	G	95% To:	2% 2% 0% 0% 0% 26-613 White Oak Rd	C 0.181	F 0.591	640	G 2003
				From:	26-617 26-617				
					ZU-U1 /				
662	1.20	60	R			NA		NA	10/04/200

					Dinw	viddie Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		26.650									
(663)	1.20	40	R			26-659				NA			NA		10/04/2002
000				To		26-665									
				From:		Dead End									
(664)	1.20	20	R	. —						NA			NA		10/04/2002
				To:		26-609									
665)	0.70	210	R	From:		Sussex County Li	ne			NA			NA		10/15/2002
665)	2.35	490	R	From:		26-617				NA			NA		10/15/2002
665)	1.44	520	R	From:		SR 40		-		NA			NA		10/15/2002
				To- From:		26-728		-							
665	2.76	230	R							NA			NA		10/15/2002
				To: From:		26-626 Flatfoot I	₹d								
665)	0.70	360	R							NA			NA		10/15/2002
	0.40		_	From:		26-681		-							40/45/0000
665)	0.40	40	R	To:		Dead End		1		NA			NA		10/15/2002
				From:		26-626 Flatfoot I	) d								
666) Baugh Rd	1.20	60	R			20-020 1 1811001 1	· · ·			NA			NA		10/15/2002
				To:		26-670 Shady La	ne	1							
(666) Baugh Rd	4.20	260	R	From:		20 070 Billing Eu				NA			NA		10/15/2002
				To:	- 2	26-618 Halligan Par	k Rd								
				From:		26-666 Baugh R	d								
(667) Malones Rd	3.20	180	R	To:		26 F02 G	. 1			NA			NA		10/15/2002
				From:		26-703 Carson R									
(668) Brick Rd	1.90	390	R	r tom.		26-703 Carson R	.d			NA			NA		08/13/2002
(600) Briok rtd	1.00		•••	To:		26-604 Halifax F	ld.								00/10/2002
				From:		26-605									
(669)	3.30	530	R	<u></u>						NA			NA		08/13/2002
				To:		26-604 Halifax F									
O 01 . 1 . 1	4.00	242		From:		26-666 Baugh R	d								40/45/000
670 Shady Lane	1.82	210	R							NA			NA		10/15/2002
Ohadal ass	0.04	440		From:		1.82 MN 26-66	6			NIA			NIA		40/45/0000
670 Shady Lane	0.04	110	R							NA			NA		10/15/2002
(670) Shady Lane	0.10	230	R	From:		26-682 Ole Bole	Rd			NA			NA		10/15/2003
670 Shady Lane	0.10	230	K	. —						INA			INA		10/15/2002
(670) Shady Lane	0.77	290	R	From:		26-688 Sawmill I	₹d			NA			NA		10/15/2002
670) Griddy Ediric	0.11	200		т		A				14/ (			147.		10/10/2002
(670) Old Stage Rd	1.45	510	G	96%	0%	26-609 Old Stage 2% 0%	1%	0%	F	0.105	F	0.593	510	G	2003
				To: From:		26-703 Carson R		}							
(670) Old Stage Rd	2.51	330	G	96%	0%	2% 0%	1%	0%	F	0.096	F	0.6	330	G	2003
				To: From:		26-605 West 26-605 EAST									
(670) Duncan Rd	2.29	770	G	96%	0%	2% 0%	1%	0%	F	0.087	F	0.593	770	G	2003
				To:		26-613 SOUTH	[								
670) Duncan Rd	2.07	510	G	96%	0%	26-613 NORTH	1%	0%	F	0.104	F	0.5	510	G	2003
(670) Duncan Rd	2.01	310	3	30 /0				0 /0	-	0.104		0.0	310	3	2003
(670) Duncan Rd	1.21	830	G	From: 96%	0%	26-673 Smith Grov 2% 0%	e Rd 1%	0%	F	0.089	F	0.705	830	G	2003
Dansail Na	1.41	550	3	To:	J /0	1.21 MN 26-67		J /0	'	0.000	•	0.700	330	J	2000
						20 07.									

					Dir	iwiddie Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County														
670 Duncan Rd	1.51	1300	G	96% To:	0%	1.21 M FRM 26-673 2% 0% 1% US 1 Boydton Plank Rd	0%	С	0.097	F	0.544	1400	G	2003
				From:		Dead End								
(671)	0.40	120	R						NA			NA		08/15/2002
				To:		US 1								
672) Church Rd	1.49	620	G	94%	1%	26-613 Squirrel Level Rd 4% 1% 0%	0%	F	0.093	F	0.569	620	G	2003
672) Church Rd	0.58	820	G	94%	1%	1.49 M FRM 26-613 4% 1% 0%	0%	С	0.086	F	0.595	890	G	2003
672) Weakley Rd	0.27	820	G	From: 96%	0%	26-603 Weakley Rd 3% 0% 0%	0%	F	0.105	F	0.529	880	G	2003
672) Weakley Rd	0.19	720	G	From: 96% To:	0%	26-1371 Hazel Ave  3% 0% 0%  SR 142 Simpson Rd	0%	С	0.101	F	0.5	780	G	2003
				From:		26-670 Duncan Rd								
673) Smith Grove Rd	1.77	430	R	<u> </u>		20-070 Duncan Ru			NA			NA		08/15/2002
				To:		26-613 Squirrel Level Rd								
				From:		26-613								
674	1.57	140	R						NA			NA		08/15/2002
				From:		1.57 MN 26-613								
674	0.37	180	R	To:		26-670			NA			NA		08/15/2002
				From:										
675) Vaughan Rd	3.74	650	G	95%	1%	26-670 Duncan Rd 3% 1% 1%	0%	F	0.092	F	0.582	650	G	2003
675) Vaughan Rd	0.90	1100	G	95%	1%	26-741 Fort Emory Rd 3% 1% 1%	0%	С	0.085	F	0.704	1100	G	2003
(675) Vaughan Rd	0.94	750	G	From: 95%	1%	26-676 Flank Rd 3% 1% 1%	0%	F	0.099	F	0.736	810	G	2003
(675) Vaughan Rd	0.04	700	·	To:	170	SCL Petersburg	070	•	0.000	•	0.700	010	Ŭ	2000
				From:		26-613 Squirrel Level Rd								
(676) Flank Rd	0.80	440	R			•			NA			NA		08/14/2002
				To:		26-675 Vaughan Rd								
O			_	From:		26-604 Halifax Rd				_			_	
677 Carson Dr	0.80	890	G	97% To:	0%	2% 0% 1% SR 345; 74-608	0%	С	0.118	F	0.842	970	G	2003
				From:		26-605 Ellington Rd								
678) Spain Dr	1.00	60	R	_			1		NA			NA		08/13/2002
				To:		26-606 Oak Grove Rd								
	1.45	210	R	From:		Dead End			NA			NA		10/15/2002
679	1.45	210	K	To		26-660			INA			INA		10/13/2002
				From:		26-681								
680	2.01	260	R						NA			NA		10/15/2002
				To		2.01 ME 26-618								
680	1.19	140	R	rioin:					NA			NA		1999
				To:		26-618 Halligan Park Rd								
$\bigcirc$	4.00	000	_	From:		Sussex County Line								40/45/0000
681)	1.80	390	R	To:		26-665			NA			NA		10/15/2002
				From:		26-609 Old Stage Rd								
(682) Ole Bole Rd	0.70	100	R	<u> </u>		20-007 Old Stage Rd			NA			NA		10/15/2002
002				To:		26-670 Shady Lane								

					Diriwiddle Mairiteriance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	(.)(:	QK Dir Factor	AAWDT Q	W Year
Dinwiddie Countv				From:	26 651	<u> </u>			
683	0.45	140	R		26-651	NA		NA	10/15/2002
			_	To: From:	26-707	<u> </u>			
683	0.60	90	R			NA		NA	10/15/2002
_	0.00		_	From:	0.60 MN 26-707			NIA	40/45/2000
683	0.20	90	R	To:	Dead End	NA NA		NA	10/15/200
				From:	Dead End				
684) Airpark Dr	0.56	620	R	_		NA		NA	08/14/200
				To:	US 460; 26-9921				
	0.40	20	_	From:	Dead End			NIA	00/44/000
685)	0.16	80	R	To:	US 1	¬ NA		NA	08/14/200
				From:	26-673 Smith Grove Rd				
686) Smith Grove Lane	0.20	9	R		20 0/3 Shirth Glove Rd	<b>→</b> NA		NA	10/15/200
				To:	Dead End				
$\overline{}$				From:	26-609				
687	0.10	80	R			NA		NA	10/15/200
	4.54	400	_	From:	26-654 SOUTH	<u> </u>			40/45/000
687)	1.54	180	R			NA		NA	10/15/200
	1.06	190	R	From:	1.54 MN 26-654 S	NA		NA	10/15/200
687	1.00	190	K	. —		- INA		INA	10/13/2002
687)	1.62	140	R	From:	26-696	NA		NA	10/15/200
(687)	1.02	140	IX.	To:	SR 40			INA	10/13/200/
				From:	26-670 Shady Lane				
688) Sawmill Rd	0.85	220	R			NA		NA	10/15/2002
				To: From:	26-705 Fox Branch Rd				
688) Sawmill Rd	1.28	48	R	-		NA		NA	08/15/2002
<u> </u>				To: From:	1.28 ME 26-705	]			
688) Sawmill Rd	0.27	60	R		200710	NA		NA	08/15/2002
				To:	26-667 Malones Rd				
(689)	0.60	90	R	From:	26-629	NA		NA	08/14/2002
(009)	0.00	•		To:	26-628 Tranquility Lane			100	00/11/2001
				From:	26-631 Claiborne Rd				
(690) Harris Dr	0.94	230	R	_		NA		NA	08/14/2002
				To:	Dead End				
	4.00	400	_	From:	Dead End			NIA	40/45/0000
(691)	1.00	160	R	To:	SR 40	¬ NA		NA	10/15/2002
				From:	Dead End				
692)	1.89	40	R		Bout 2.14	NA		NA	10/15/2002
				Tax	SR 40				
692	3.20	190	R	rioiii.		NA		NA	10/15/2002
				To: From:	26-709				
692	0.60	10	R	_		NA		NA	10/15/2002
				To:	Dead End				
(693) Williamson Rd	2 07	460	В	From:	26-703 Carson Rd	NI A		NA	10/25/2001
(693) Williamson Rd	2.87	460	R	To:	26-670 Old Stage Rd	NA NA		NA	10/25/2002
				From:	Dead End				
(694)	0.70	80	R			NA		NA	09/26/2002
				To:	26-622				

					Din	widdie Mainter	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		Dead End	ı	i							
(696)	1.20	60	R	<u> </u>		Dead Enc				NA			NA		10/15/2002
				To:		26-687									
				From:		26-613									
697	0.40	140	R	. —						NA			NA		10/08/2002
				To:		Dead End									
(200)	1.20	200	R	From:		26-665				NA			NA		10/15/2002
698)	1.20	200	IX.	To:		Sussex County	Line			INA			INA		10/13/200/
				From:		26-611 Wilkins									
699	1.89	80	R	<u></u>						NA			NA		09/26/200
				To: From:		1.89 MN 26-	611								
699	1.41	90	R	T TOME.						NA			NA		09/26/200
				To:		26-708 Namozi	ne Rd								
$\bigcirc$				From:		Dead End	l								
700	0.88	40	R							NA			NA		09/26/200
			_	From:		26-613									
700	2.57	390	R	To:		26-622				NA			NA		09/26/2002
				From:			1								
701)	0.60	10	R			Dead End				NA			NA		10/05/2002
(101)	0.00		•••	To:		26-610 Old White	Oak Rd								
				From:		26-638									
(702)	1.32	90	R							NA			NA		10/05/2002
				To:		SR 40									
$\sim$				From:		US 1 Boydton Pl									
(703) Carson Rd	0.13	3400	G	93%	1%	2% 1%	3%	0%	F	0.097	F	0.603	3400	G	2003
<u> </u>				From:		26-1403									
(703) Carson Rd	1.17	3600	G	93%	1%	2% 1%	3%	0%	С	0.093	F	0.723	3600	G	2003
<u> </u>				From:		I-85									
(703) Carson Rd	5.18	1000	G	88%	2%	5% 2%	3%	0%	С	0.097	F	0.689	1000	G	2003
<u> </u>				From:		26-670 Old Sta									
703 Carson Rd	5.97	830	G	88%	2%	5% 2%	3%	0%	F	0.103	F	0.554	820	G	2003
				From:	201	26-618 Halligan		201					4000	_	
(703)	0.09	1300	G	88% To:	2%	5% 2% Prince George Cour		0%	F	0.096	F	0.603	1300	G	2003
				From:	r										
(704)	0.24	60	R	T TOM.		Dead End	1			NA			NA		08/15/2002
704)				To:		26-660									
				From:		26-688 Sawmi	ll Rd								
(705) Fox Branch Rd	1.42	200	R							NA			NA		10/14/2002
				To:		26-733 Little Zi	ion Rd								
				From:		SR 226 WE	ST								
706	0.55	150	R							NA			NA		10/14/2002
				From:		26-725		ŀ							
706	0.15	220	R			an a: : =	300			NA			NA		10/14/2002
				To		SR 226 EAS	81								
	0.85	190	R	From:		26-683				NA			NA		10/14/2002
707	0.85	190	ĸ	To:		26-651				INA			NA		10/14/2002
				From:			/ Line								
(708)	0.30	610	G	91%	1%	Amelia County 4% 1%		0%	F	0.107	F	0.711	610	G	2003
(708)	5.00	3.0	•	To:	. 70				•	0.101	•	J., , , ,	0.0	9	_000
(708) Namozine Rd	5.93	1100	G	91%	1%	26-746 4% 1%	3%	0%	С	0.107	F	0.861	1100	G	2003
100)	0.00		•	To:	. 70	26-601 River		7.0	9	0.101	•	0.001		9	2000

					וווט	widdle Mairiteriance	Alca								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17			()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:						. 4010.					
(708) Namozine Rd	0.70	1900	G	91%	1%	26-601 River Rd 4% 1% 3	%	0%	F	0.099	F	0.661	2000	G	2003
				To		US 460; 26-631									
(700)	2.70	70	R	From:		26-609				NA			NA		10/15/2002
(709)				To:		SR 40									
709	3.70	290	R	From:						NA			NA		10/15/2002
				From:		26-656									
709	1.70	390	R	_						NA			NA		10/15/2002
(709)	0.63	840	R	From:		26-658				NA			NA		10/15/2002
(103)				To:		26-650		[							
$\bigcirc$	0.05		_	From:		Dead End									00/07/000
(710)	0.85	9	R	To:		SCL McKenney		1		NA			NA		08/27/2002
Town of McKenney				I		222									
	0.44	•		From:		SCL McKenney				NIA			NIA		00/07/0000
(710)	0.11	9	R	To		SR 40				NA			NA		08/27/2002
Dinwiddie County															
(711) Ridley Rd	1.30	90	R	From:		Dead End				NA			NA		10/15/2002
711 Ridicy Rd	1.50	30	- 1\	To:		26-670 Old Stage Rd				IVA			TVA		10/13/2002
				From:		26-703 Carson Rd									
(712)	0.55	30	R	To		Dead End		1		NA			NA		10/15/2002
				From:		US 1		1							
713)	2.54 <b>2</b> 6	260	R	<u></u>						NA			NA		10/15/2002
				To:		26-687									
714)	0.46	360	R	From:		US 1				NA			NA		08/15/2002
				To:		Dead End		1							
$\bigcirc$	4.00	00		From:		26-645				NIA			NIA		40/45/0000
715)	1.80	90	R	To:		26-613				NA			NA		10/15/2002
				From:		26-611; 26-751									
716	0.36	50	R	т		26.751				NA			NA		08/20/2002
				From:		26-751 26-629		<u> </u>							
(717)	0.50	100	R			20-029				NA			NA		09/26/2002
				To		Dead End									
Henshaw Pd	0.38	370	R	From:		26-601 River Rd				NA			NA		08/15/2002
(718) Henshaw Rd	0.36	370	K	To:		Dead End				INA			INA		00/13/2002
				From:		26-601									
719	0.39	260	R	To:		Dead End				NA			NA		08/15/2002
				From:		26-601									
720	0.15	180	R							NA			NA		08/15/2002
				To:		Dead End									
(721)	0.60	160	R	From:		US 460; FR-804				NA			NA		10/15/2002
(721)	2.00			To:		Dead End									
$\bigcirc$	2.24		_	From:		26-619 Courthouse Rd									10/45/2025
722	0.81	80	R	To		Dead End				NA			NA		10/15/2002
						Dodd Elld		<u> </u>							

					Diriwiddle Mairiteriance Area					
Route	Length	AADT	QA	4Tire	Bus	QC K QK	Dir Factor AAWDT QW	Year		
Dinwiddie County				From:	26 (11 W.H.: D.I					
723	0.58	150	R	rioni.	26-611 Wilkinson Rd	NA	NA	09/26/200		
723)				To:	Dead End					
_				From:	26-639					
724)	0.58	230	R	_		NA	NA	10/15/200		
				To:	US 460					
705	0.17	130	R	From:	Dead End	NA	NA	08/15/2002		
725	0.17	150		To:	26-706	IVA	IVA	00/13/200		
				From:	US 1					
726	0.23	160	R			NA	NA	08/13/200		
				To:	Dead End					
O 5 # - 5 #	0.70	400	_	From:	Dead End			40/45/000		
727) Bethune Rd	0.79	120	R	To:	26-675 Vaughan Rd	NA	NA	10/15/200		
				From:	Dead End					
728)	0.34	90	R	<u> </u>	Dead End	NA	NA	10/15/200		
(120)				To:	26-665					
				From:	26-661 Boisseau Rd					
729 Spriggs Rd	0.53	90	R			NA	NA	08/15/200		
				To:	Dead End					
(730) Williams Rd	0.28	60	R	From:	US 460 Cox Rd	NA	NA	08/14/200		
730) Williams Ru	0.20	00	K	To:	Dead End	NA .	NA .	00/14/200		
				From:	26-611 Wilkinson Rd					
731)	0.02	230	R		20 000 11 11 11 11 11 11 11 11 11 11 11 1	NA	NA	09/26/200		
				To:	0.02 ME 26-611					
731)	0.40	110	R	From:		NA	NA	09/26/2002		
				To:	Dead End					
$\bigcirc$		200		From:	Dead End					
732	0.60	260	R	To:	26 627 Counthouse Pd	NA	NA	09/26/200		
				From:	26-627 Courthouse Rd					
733	1.20	240	R	110111.	26-670	NA	NA	10/15/200		
(133)				To:	26-703 Carson Rd					
						From:	26-619 Courthouse Rd			
734) Rainey Rd	3.14	220	R			NA	NA	10/15/200		
				To:	26-626 Flatfoot Rd					
Coose Dand Dd	1 10	60	ь	From:	26-619 Courthouse Rd	NΙΔ	NΙΔ	10/15/200		
735 Goose Pond Rd	1.40	60	R	To:	Dead End	NA	NA	10/15/200		
				From:	26-659					
736	0.50	60	R		=======================================	NA	NA	10/15/2002		
				To:	Dead End					
				From:	26-665					
737	1.60	60	R	To:	24 (24 Flug-4 B 1	NA	NA	10/15/200		
				From:	26-626 Flatfoot Rd					
738)	1.33	300	R		26-645	NA	NA	10/15/200		
				To:	26-647 Nash Rd					
				From:	26-751					
739	1.70	420	R			NA	NA	09/26/2002		
				To:	26-708 Namozine Rd					
O =:			_	From:	26-627 Courthouse Rd			00/07/77		
740 Turkey Egg Rd	1.50	1400	R	To:	LIC 1 Davidton Dlank D.d	NA	NA	09/26/2002		
				10.	US 1 Boydton Plank Rd					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT C	W Year		
Dinwiddie County				From:	26-613						
(741)	0.70	730	R		20-013	NA		NA	08/15/2002		
				To	26-675 Vaughan Rd						
				From:	26-613						
742	0.50	240	R	. —		NA		NA	08/15/2002		
				To:	26-675 Vaughan Rd						
	0.57	360	R	From:	US 460	NA		NA	08/14/2002		
743	0.57	300	K	To:	26-601	INA		INA	00/14/2002		
				From:	26-644						
744)	0.70	70	R			NA		NA	09/26/2002		
				To:	Dead End						
				From:	Dead End						
745)	0.20	70	R	-		NA		NA	09/26/2002		
				To:	26-651						
	0.05	420	R	From:	26-708 Namozine Rd	NIA		NA	00/26/2002		
746	0.95	120	ĸ	To:	Dead End	NA		IVA	09/26/2002		
				From:	26-611 Wilkinson Rd						
747)	0.35	8	R		20-011 WIRINSON Ru	NA		NA	09/26/2002		
				To:	Dead End						
				From:	Dead End						
748)	0.49	320	R			NA		NA	08/27/2002		
				To:	26-652						
$\bigcirc$		00		From:	FR-82				00// //0000		
749	0.04	90	R	To	Dead End	NA		NA	08/14/2002		
				From:							
(750) Oxford Rd	1.51	780	R	r tom:	26-623 Southerland Rd	NA		NA	08/15/2002		
(750) OXIGIT NO	1.01	700		To:	Dead End	100		14/1	00/10/2002		
				From:	US 460 WEST						
(751)	0.78	480	R	-		NA		NA	09/27/2002		
				To: From:	26-611 W; 26-752						
	0.26	1800	1800	R	From:	26-611 W 26-752	NA.		NA	09/27/2002	
(751)	0.20	1000	IX.		1	NA		INA	09/2/12002		
(TEA)	3.25	1900	1900	1800	R	From:	26-611 E; 26-716	NA		NA	09/27/2002
(751)	3.23	1000		т	ac can when	14/3		14/-1	03/2/1/2002		
(754)	2.67	2300	R	From:	26-627 WEST	NA	NA	09/27/2002			
(751)	2.01	2500		To:	US 460 EAST	14/3		14/-1	03/2/1/2002		
				From:	26-611; 26-751						
(752)	0.40	150	R		=======================================	NA		NA	09/27/2002		
				To:	Dead End						
				From:	26-611 Wilkinson Rd						
753	0.40	190	R			NA		NA	09/27/2002		
				To:	Dead End						
754) 0.88	Λ 00	240	R	From:	Dead End	NA		NA	09/26/2002		
	0.00	<b>24</b> 0	ĸ	To	26-751	NA		INA	03/20/2002		
				From:	Dead End						
(755)	0.50	80	R	<u> </u>	Dead Elid	NA		NA	09/26/2002		
				To:	26-751			· 			
				From:	26-628 Tranquility Lane						
(756) Slates Rd	0.28	40	R	<u>-</u>	<u> </u>	NA		NA	09/26/2002		
				To:	Dead End						

					Diriwiddle Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor Fa	Dir AAWDT QW	Year
Dinwiddie County				From:	27 700 M D.I			
(757)	0.62	60	R		26-708 Namozine Rd	NA NA	NA	09/26/200
				To:	Dead End			
(758) Steers Rd	0.39	280	R	From:	Dead End	NA	NA	09/15/200
758) Sieers Ru	0.39	200	K	To:	26-613 Dabney Mill Rd	INA	NA .	08/15/200
_				From:	Dead End			
(759)	0.57	30	R	To:	26.650	NA	NA	08/15/200
				From:	26-650 26-623 Station Rd			
(760) Sutherland Ave	0.37	80	R	<u> </u>	20-025 Station Ru	NA	NA	08/19/200
				To:	Dead End			
	0.33	120	R	From:	26-750 Oxford Rd	NA	NA	08/15/200
764)	0.33	120	K	To:	Cul-de-Sac	INA	NA .	00/13/200
_				From:	Cul-de-Sac			
(770)	0.08	46	R	To:		NA	NA	09/26/200
				From:	Prince George County Line			
(775) Hoffeimer Way	0.92	NA			26-672	NA NA	NA	
				To:	US 1			
0 0 1 1 1 5 1	0.57	222	_	From:	26-601 River Rd	114	<b></b>	00/44/000
(776) Chesdin Lake Rd	0.57	380	R	To:	Dead End	NA I	NA	08/14/200
				From:	Dead End			
(1001)	0.02	3	R			NA	NA	08/27/200
				To:	ECL McKenney			
Town of McKennev				From:	ECL McKenney			
(1001)	0.02	7	R	<u>-</u>		NA	NA	08/27/200
$\bigcirc$				To: From:	26-1014			00/07/000
(1001)	0.10	110	R			NA	NA	08/27/200
(1001)	0.32	320	R	From:	26-1013	NA	NA	08/27/200
(1001)	0.02		•••	To	US 1	I		00/21/200/
(1001)	0.13	980	R	From:	301	NA	NA	08/27/200
				To: From:	26-1007			
(1001)	0.16	980	R			NA	NA	08/27/2002
$\bigcirc$	0.07	4000		From:	26-1006	NIA	NIA	00/07/000
(1001)	0.07	1000	R	т	26.100	NA	NA	08/27/2002
(1001)	0.07	1000	R	From:	26-1005	NA	NA	08/27/2002
(1001)				To:	26-1004			
(1001)	0.07	1100	R	From:		NA	NA	08/27/2002
				To: From:	26-1003			
(1001)	0.03	420	R	To	26-1002	NA I	NA	08/27/2002
				From:	SR 40			
1002	0.10	280	R		DIX TU	NA	NA	08/27/2002
				To:	26-1001			
$\overline{}$	0.00	400	ь	From:	Dead End	NIA	NIA	08/27/2001
1003	0.02	100	R	To	27 1012	NA	NA	08/27/200
(1003)	0.15	190	R	From:	26-1010	NA	NA	08/27/2002
				To:	26-1009			

					Diriwiddle Mairiteriance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(' ()K	Dir Factor AAWDT QW	Year
Town of McKennev				From:		<del></del>		
1003	0.03	620	R	110iii.	26-1009	I NA	NA	08/27/2002
_				To: From:	SR 40			
1003)	0.10	1200	R			NA	NA	08/27/2002
				From:	26-1001			
1004)	0.09	100	R	rioin.	SR 40	I NA	NA	08/27/2002
1004)				To	26-1001			
				From:	26-1009			
1005	0.14	60	R			NA	NA	08/27/2002
	0.00	450	_	From:	SR 40	NIA.	NIA	00/07/0000
1005	0.23	150	R	To:	26-1008	NA I	NA	08/27/2002
				From:	SR 40			
1006)	0.08	40	R	<u> </u>	Sicio	NA	NA	08/27/2002
				To:	26-1001			
$\bigcirc$				From:	SR 40			
1007	0.08	120	R			NA	NA	08/27/2002
$\overline{}$	0.11	120	R	From:	26-1001	NA	NA	08/27/2002
(1007)	0.11	120	K	To:	26-1008	NA I	INA	00/21/2002
				From:	Dead End			
1008	0.07	60	R			NA	NA	08/27/2002
				To: From:	26-1007			
(1008)	0.19	90	R			NA	NA	08/27/2002
				To:	26-1005			
Dinwiddie County				From:	US 1			
(1009)	0.65	220	R			NA	NA	08/27/2002
$\overline{}$				To:	SCL McKenney			
Town of McKenney				From:	SCL McKenney			
(1009)	0.27	320	R	<u> </u>	SCL McKenney	I NA	NA	08/27/2002
				To:	26-1005	1		
(1009)	0.13	280	R	From:		NA	NA	08/27/2002
				To:	26-1003			
$\bigcirc$	0.05	00		From:	SCL McKenney	NIA	NIA	00/07/0000
1010	0.25	80	R	_		NA	NA	08/27/2002
	0.04	70	R	From:	26-1012	NA	NA	08/27/2002
(1010)	0.04	70	IX.	To:	26-1003		IVA	00/21/2002
				From:	Dead End			
(1011)	0.05	120	R			NA	NA	08/27/2002
				To:	26-614			
	0.10	40	В	From:	26-1010	] NA	NA	08/27/2002
1012	0.10	40	R	To:	Dead End	INA	IVA	0012112002
				From:	SR 40			
(1013)	0.08	210	R			NA	NA	08/27/2002
				To:	26-1001			
_	0.00	00	В	From:	26-1001	N/A	NA	08/27/2002
1014	0.08	90	R	To:	ECL McKenney	NA I	NA	08/27/2002

					Diriwiddle Mairiteriance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	QC K QK Factor	Dir Factor AAWDT	QW Year
Dinwiddie County				From:	ECL McKenney	1		
(1014)	0.31	90	R	<u> </u>	ECL MCReiniey	NA NA	NA	08/27/200
				To	Dead End	]		
Town of McKennev				From:	Dead End	I		
(1015)	0.10	60	R	<u> </u>	Dead Elid	I NA	NA	08/27/200
				To:	US 1	]		
Dinwiddie County				From:	26.644	1		
(1020)	0.08	140	R		26-644	J NA	NA	1999
1020				To:	26-1021			
				From:	Dead End			
(1021)	0.12	60	R			NA	NA	1999
				From:	26-1020	]		
(1021)	0.09	80	R	To:	Dead End	NA 1	NA	1999
				From:	26-604 Halifax Rd	1		
1101	0.30	60	R	<u> </u>	20-004 Haiitax Ku	NA	NA	1999
				To:	26-606			
				From:	26-1111			
1110	0.31	220	R			NA	NA	1999
	0.04			From	26-1113	]		1000
1110	0.21	230	R	To:	26-613	NA 1	NA	1999
				From:	26-1112			
(1111)	0.16	130	R	<u> </u>	20-1112	NA NA	NA	1999
				To:	26-1110			
$\bigcirc$				From:	26-1111	<u></u>		
(1112)	0.31	140	R			NA	NA	1999
$\overline{}$	0.42	440	_	From:	26-1113	NIA.	NIA.	1000
1112	0.13	110	R	To:	26-613	NA <b>1</b>	NA	1999
			R	From:	26-1112			
(1113)	0.16	150				NA	NA	1999
				To:	26-1110			
$\bigcirc$	0.05	400	_	From:	26-1122	) NA	NIA	4000
(1120)	0.25	480	R			NA •	NA	1999
	0.10	640	R	From:	26-1121	NA	NA	1999
(1120)	0.10	040	IX	To:	26-613	]	IVA	1999
				From:	Dead End			
(1121)	0.14	120	R			NA	NA	1999
				To:	26-1120			
	0.08	300	R	From:	26-1123	NA	NA	1999
(1122)	0.00	300	K	To:	26-1120	]	IVA	1999
				From:	26-1122	· 		
(1123)	0.46	290	R			NA	NA	1999
				To:	Dead End	<u> </u>		
$\overline{}$	0.05		_	From	Dead End			4000
(1201)	0.25	90	R	To:	US 1; 26-650	NA <b>1</b>	NA	1999
				From:	Cul-de-Sac	<u> </u>		
(1210)	0.45	110	R	<u> </u>	Cui uo Bao	NA	NA	1999
				To:	26-750 Oxford Rd			

					Dinwiddie Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T		K Factor	∩k	Dir AAWDT QW ctor	Year
Dinwiddie County				From:	Cul-de-Sac/					
(1240)	0.21	NA			Cui de Suo		NA		NA	
$\bigcup$				To:	26-00601(B)/					
$\bigcirc$	0.15	NA		From:	26-01243(B)/		NΙΔ		NIA	
(1241)	0.15	NA		To:	26-01240(B)/	1	NA		NA	
				From:	26-01243(B)/	i				
1242	0.11	NA			· · · · · · · · · · · · · · · · · · ·		NA		NA	
				To:	26-01240(B)/					
	0.23	NA		From:	Cul-de-Sac/		NA		NA	
(1243)	0.23	INA		To:	Cul-de-Sac/		INA		INA	
				From:	SR 226					
(1301)	0.23	270	R				NA		NA	1999
				To: From:	26-1332					
1301	0.18	140	R				NA		NA	1999
				To: From:	Dead End					
(1302)	0.10	140	R	r rom.	26-1306		NA		NA	1999
1002	3			To	26-1348					
(1302)	0.03	170	R	From:	∠U-1340		NA		NA	1999
				To	26-1309					
(1302)	0.11	180	R	From:			NA		NA	1999
				To-	US 1					
$\bigcirc$	0.27	220	_	From:	Dead End		NIA		NIA	1000
(1303)	0.37	220	R	. —			NA		NA	1999
(1303)	0.03	2100	R	From:	FR-290		NA		NA	1999
(1303)	0.00	2100	.,	To	US 1		147 (		14/1	1000
				From:	26-1349					
1304	0.10	150	R				NA		NA	1999
				From:	26-1306					
(1304)	0.10	200	R				NA		NA	1999
_	2.42			To: From:	26-1348					4000
(1304)	0.13	240	R	To:	US 1		NA		NA	1999
				From:	Dead End					
(1305)	0.14	20	R	<u> </u>	D vaa Dia		NA		NA	1999
				To- From:	26-1350	<u> </u>				
1305	0.19	220	R	110			NA		NA	1999
				To- From:	26-1306					
1305	0.09	270	R				NA		NA	1999
		646		To: From:	26-1348					4000
1305	0.11	310	R	To:	US 1		NA		NA	1999
				From:	26-1305	1				
(1306)	0.04	390	R	<u> </u>	20 1303		NA		NA	1999
				To: From:	26-1308					
1306	0.04	80	R	Front.		-	NA		NA	1999
				To- From:	26-1307					
(1306)	0.04	110	R			_	NA		NA	1999
				From:	26-1304					
(1306)	0.04	130	R	To:	27 1202		NA		NA	1999
				10.	26-1302					

					Diriwide	ile iviairiteriarite Art	a					
Route	Length	AADT	QA	4Tire	Rue	Truck Axle 3+Axle 1Trai		()('	K Factor	QK Fac		V Year
Dinwiddie County				From:		26-1349						
1307)	0.10	190	R			20-1349			NA		NA	1999
				To: From:		26-1306						
1307)	0.10	230	R						NA		NA	1999
	0.40			From:		26-1348						4000
1307	0.12	280	R	To:		US 1	1		NA		NA	1999
				From:		Dead End	-					
1308)	0.13	60	R						NA		NA	1999
<u> </u>	2.22	450		From:		26-1350						4000
1308	0.09	150	R						NA		NA	1999
1308	0.10	340	R	From:		26-1349			NA		NA	1999
1308				To:		26-1306						
1308)	0.09	380	R	From:		20-1300			NA		NA	1999
				To: From:		26-1348						
1308	0.12	780	R	To:		LIC 1			NA		NA	1999
				From:		US 1						
1309)	0.10	40	R			26-1302			NA		NA	1999
				To:		Dead End						
$\widehat{}$				From:		Dead End						
1310	0.10	80	R						NA		NA	1999
1310) Rockdale Road	0.11	1700	- В	From:		SR 226			NΙΛ		NA	1000
Rockdale Road	0.11	1700	R	т					NA		NA	1999
Rockdale Road	0.10	1800	R	From:		26-1311			NA		NA	1999
1310) - 1001100110 - 1000	00			To:	20	6-600 Ferndale Rd						
				From:		Dead End						
1311)	0.31	310	R						NA		NA	1999
	0.40			From:	26-	1310 Rockdale Road			NIA.		NIA.	4000
1311)	0.10	90	R	To:		Dead End			NA		NA	1999
				From:		26-1313						
1312)	0.12	350	R						NA		NA	1999
				To:		SR 226						
	0.22	410	R	From:		26-1312			NA		NA	1999
1313)	0.22	410		To:		US 1			14/-1		INA	1000
_				From:		Dead End						
1314	0.03	30	R						NA		NA	1999
		46.5		From:		26-1317						
1314	0.12	100	R						NA		NA	1999
	0.10	220	R	To:		26-1318			NA		NA	1999
1314)	0.10	220	ĸ	To		26 1215	1		INA		INA	1998
1314)	0.06	280	R	From:		26-1315			NA		NA	1999
				To:		SR 226						
				From:		26-603						
1315)	0.06	70	R						NA		NA	1999
				To: From:		26-1316						
1315	0.11	90	R	To		26 1214			NA		NA	1999
				1		26-1314						

					Dinwiddie Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW	Year
inwiddie County				From:	26-1317			
1316)	0.07	110	R		20-131/	NA	NA	1999
				To:	26-1319			
316	0.06	80	R	riom.		NA	NA	1999
				To: From:	26-1318			
1316	0.10	60	R			NA	NA	1999
				To:	26-1315			
$\sim$	0.07	00	_	From:	26-1316	NIA.	NIA	4000
1317	0.07	90	R	To:	26-1314	NA	NA	1999
				From:	26-1316			
1318)	0.13	100	R		20 1510	NA	NA	1999
				To:	26-1314			
				From:	26-603			
1319	0.06	220	R			NA	NA	1999
				To:	26-1316			
Ritchie Ave	0.09	150	R	From:	26-1362 Oak Ct	NA	NA	1999
1320 Michie Ave	0.03	130	IX	т	06 1262 G	IN/A	INA	1999
Ritchie Ave	0.13	260	R	From:	26-1363 Cross St	NA	NA	1999
1320) 1 410/110 / 110	0.10	200		To:	JS 1 Boydton Plank Rd; SR 142 Simplson Rd	101	101	1000
				From:	Dead End			
1321)	0.18	150	R			NA	NA	1999
				To:	26-601			
O	2.4.		_	From:	Dead End			4000
Harwell Drive	0.14	260	R	To:	US 1 Boydton Plank Rd	NA	NA	1999
				From:	26-600 Ferndale Rd			
1323)	0.40	290	R		20-000 Ferndale Rd	NA	NA	1999
				To:	Dead End			
				From:	26-1363 Cross St			
Ford Ave	0.15	2300	R			NA	NA	1999
				To:	US 1 Boyton Plank Road			
1325)	0.21	NA		From:	Cul-de-Sac	NA	NA	
1325)	0.21	IVA		т.,	26.4226	IN/A	INA	
1995	0.06	370	R	From:	26-1326	NA	NA	1999
1325	0.00	0.0		To:	SR 226	101	101	1000
				From:	26-1325			
1326)	0.21	180	R			NA	NA	1999
				To:	26-1327			
$\frown$	0.05	260	В	From:	26-1326	NIA	NIA	1000
1327	0.05	260	R	To	SR 226	NA	NA	1999
				From:	Dead End			
1328	0.10	70	R			NA	NA	1999
				To:	26-1329			
1328	0.12	190	R	From:	-	NA	NA	1999
				To: From:	26-1330			
1328	0.07	310	R			NA	NA	1999
				To:	26-600 Ferndale Rd			
$\overline{}$		4=5	_	From:	26-1330			
1329	0.06	150	R	Tn	27, 1220	NA	NA	1999
_				10	26-1328			

					Dinwiddie Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir AAWDT QW Factor	Year
Dinwiddie County				From:	26-1329	i		
(1330)	0.17	140	R	<u> </u>	20-1327	NA	NA	1999
				To-	26-1328			
0 10:1	2.22			From:	26-1325			
(1331) Creek Circle	0.03	NA		To:	Cul-de-Sac	NA I	NA	
				From:	26-1301			
(1332)	0.05	160	R	<u> </u>	20 1501	NA	NA	1999
				To:	Dead End			
$\bigcirc$			_	From:	26-600 Ferndale Rd			1000
1333	0.54	240	R	То:	26-600 Ferndale Rd	NA I	NA	1999
				From:	Dead End			
1334	0.12	40	R	<u> </u>	Dead End	NA	NA	1999
				To: From:	26-1336	ļ		
1334)	0.22	280	R	From:		NA	NA	1999
				To:	FR-290; 26-1335			
$\bigcirc$	0.40	200		From:	0.19 MS FR-290	N.A	NIA	4000
1335	0.19	260	R			NA •	NA	1999
$\overline{}$	0.00	40	R	From:	FR-290; 26-1334	NA	NIA	1000
1335	0.08	10	ĸ	To:	Dead End	NA I	NA	1999
				From:	26-1334			
1336	0.09	110	R			NA	NA	1999
				To:	26-1337			
$\bigcirc$	0.40		_	From:	Dead End			4000
(1337)	0.12	90	R	To:	26-1336	NA I	NA	1999
				From:	26-1335	<u> </u>		
1338	0.20	140	R	<u> </u>	20 1999	NA	NA	1993
$\bigcup$				To:	Cul-de-Sac			
<u> </u>				From:	26-1325			
(1339) Creek Lane	0.07	NA		To:	Cul-de-Sac	NA I	NA	
				From:	SR 226			
(1340)	0.15	40	R	<u> </u>	SK 220	NA	NA	08/19/2002
				To:	26-1341	1		
(1340)	0.09	200	R	From:		NA	NA	1999
				To: From:	26-1342	}		
1340	0.12	70	R			NA	NA	1999
				То:	Dead End			
	0.17	110	R	From:	26-1343	NA NA	NA	1999
(1341)	U.17	110	r.	To-	26-1340	INA.	IVA	1999
				From:	26-1343	- 		
(1342)	0.20	150	R			NA	NA	1999
				To:	26-1340			
$\bigcirc$	0.00	60	Б	From:	26-1341	NIA.	NIA	1000
(1343)	0.09	60	R	То:	26-1342	NA I	NA	1999
				From:	SR 226	<u> </u>		
1344	0.09	350	R	<u> </u>		NA	NA	1999
$\overline{}$				To: From:	26-1345	<b> </b>		
1344	0.09	260	R			NA	NA	1999
				To:	26-1346			

					Dinwiddie Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAWDT QW Factor	Year
Dinwiddie County				From:	Dead End			
(1345)	0.06	48	R		Dead End	NA	NA	1999
				To: From:	26-1344			
1345)	0.04	40	R			NA	NA	1999
				To-	Dead End			
	0.07	<b>50</b>		From:	Dead End	NIA	NIA	1000
1346	0.07	50	R			NA	NA	1999
	0.04	200	R	From:	26-1344	NA	NA	1999
1346	0.01	200	• • • • • • • • • • • • • • • • • • • •	To:	26 1247	107		1000
1346)	0.01	20	R	From:	26-1347	NA	NA	1999
				То:	Dead End			
				From:	Dead End			
1347)	0.17	140	R			NA	NA	1999
				To:	26-1346			
$\bigcirc$	0.04	440	_	From:	26-1305	NIA	NIA	1000
1348	0.04	110	R			NA	NA	1999
	0.04	120	R	From:	26-1308	NA	NA	1999
1348	0.04	120	K			INA	INA	1999
	0.04	130	R	From:	26-1307	NA	NA	1999
1348)	0.04	130	IX.	т	26 1224	IN/A	IVA	1999
1348)	0.04	160	R	From:	26-1304	NA	NA	1999
1346)	0.0.			To:	26-1302			
				From:	26-1308			
1349	0.04	260	R	<u>-</u>		NA	NA	1999
				From:	26-1307			
1349	0.04	220	R			NA	NA	1999
				То:	26-1304			
	0.04	150	R	From:	26-1305	NA	NA	1999
1350	0.04	130	K	То:	26-1308	INA	INA	1999
				From:	26-601			
1352)	0.19	290	R	<u> </u>		NA	NA	1999
				To: From:	26-1354			
1352	0.10	110	R	r tom:		NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	0.40	050		From:	26-601	NIA	NIA	4000
1353	0.19	250	R			NA	NA	1999
$\overline{}$	0.10	90	R	From:	26-1354	NIA	NA	1999
1353	0.10	90	ĸ	To:	Cul-de-Sac	NA	INA	1999
				From:	26-1352			
1354	0.08	50	R	<u> </u>	20 1302	NA	NA	1999
				To:	26-1353			
1354	0.12	70	R	From:		NA	NA	08/20/20
				To: From:	26-1390			
1354	0.07	100	R			NA	NA	08/20/200
				To:	Dead End	<u> </u>		
$\bigcirc$				From:	26-601			00/00/00
1355	0.18	320	R			NA	NA	08/20/200
	0.07			From:	26-1356	<b>.</b>		4000
(1355)	0.07	90	R	То:	26-1367	NA	NA	1999
					20-130/			

					Dinwiddie Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir Factor AAWDT QV	V Year
Dinwiddie County				From:	26-1367			
(1355)	0.10	60	R	<u> </u>	20-1307	NA	NA	1999
				To: From:	26-1368	]		
(1355)	0.28	NA				NA	NA	
$\overline{\bigcirc}$	0.40			From:	26-1369	<del></del>		4000
1355	0.13	290	R	То:	26-601 WEST	NA 1	NA	1999
				From:	Dead End			
1356	0.09	100	R		Dead End	NA	NA	08/20/2002
				To: From:	26-1355			
(1356)	0.06	60	R	. —		NA	NA	08/20/2002
				To:	Dead End			
(1357)	0.26	260	R	FIOIII.	26-1358	I NA	NA	08/20/2002
(1337)				To:	26-1360	<u> </u>		
1357	0.13	320	R	From:	20 1300	NA	NA	08/20/2002
				To- From:	26-1359			
1357)	0.08	360	R			NA	NA	08/20/2002
				To:	26-601			
(1250)	0.03	8	R	From:	Dead End	I NA	NA	08/20/2002
1358	0.00			To:	26 1257	1.0.1	101	00/20/2002
1358)	0.07	40	R	From:	26-1357	NA	NA	08/20/2002
				To:	26-1360 Gap Terminus			
(1250)	0.08	120	R	From:	26-1359 Gap Terminus	I NA	NA	08/20/2002
1358	0.00	120		То:	26-601	]	101	00/20/2002
				From:	Dead End			
1359	0.04	40	R			NA	NA	1999
				From:	26-1364			
1359	0.10	470	R			NA	NA	1999
<u> </u>	0.29	360	R	From:	26-1357	NA	NA	08/19/2002
(1359)	0.29	360	K	т	26 1250	NA I	NA	00/19/2002
(1359)	0.22	340	R	From:	26-1358	NA	NA	08/19/2002
(1339)	V			To:	26-1387			
(1359)	0.10	350	R	From:	20-1387	NA	NA	08/19/2002
				To:	26-1385			
$\bigcirc$	0.00	400		From:	26-1357			00/40/000
1360	0.23	190	R	To	26-1358	NA I	NA	08/19/2002
				From:	26-1366			
(1361)	0.14	590	R		20 0000	NA	NA	08/19/2002
				To:	SR 226			
0-1-01	0.40	440	-	From:	26-603 Sterling Rd	NIA.	NIA	4000
(1362) Oak Ct	0.12	110	R	To:	26-1320 Ritchie Ave	NA I	NA	1999
				From:	26-1320 Ritchie Ave			
(1363) Cross St	0.08	50	R	_		NA	NA	1999
				To:	26-1324 Ford Ave			
$\cap$	0.07	20	Б	From:	Dead End	NIA.	NIA	1000
1364	0.07	30	R	<sub>m</sub>	27.127	NA	NA	1999
(1364)	0.21	360	R	From:	26-1365	NA	NA	1999
(1364)	V.Z I			То:	26-1359			
						-		

					Dinwiddie Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT (	QW Year
Dinwiddie County				From:	26-1364				
1365)	0.11	150	R			NA		NA	1999
				To	Cul-de-Sac				
	0.46	220	R	From:	Dead End	NIA		NIA	10/15/200
1366	0.46	230	ĸ	To:	Dead End	NA		NA	10/15/200
				From:	26-1355				
1367	0.04	20	R			NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	0.05	20		From:	Cul-de-Sac	NIA		NIA	4000
1368	0.05	30	R	To:	26-1355	NA		NA	1999
				From:	26-1355				
1369	0.04	30	R	<u> </u>	20 1999	NA		NA	1999
<u> </u>				To:	Cul-de-Sac				
$\sim$				From:	26-1371				
1370	0.16	70	R	To:	26 672	NA		NA	1993
				From:	26-672				
1371	0.18	120	R		Cul-de-Sac	NA		NA	08/19/200
1371				To:	26-1370				
1371	0.07	160	R	From:	20-1370	NA		NA	08/19/200
				То:	26-672				
$\sim$				From:	US 1				
1372	0.09	480	R	To:	27 1272 FACT WEST	NA		NA	08/19/200
				From:	26-1373 EAST-WEST				
1373)	0.44	230	R	r toni.	26-1372 EAST-WEST	NA		NA	08/19/200
1373	0.11			To:	End Loop	107			00/10/200
				From-	26-1382				
1375	0.13	130	R			NA		NA	1999
				То:	Cul-de-Sac				
	0.07	60		From:	Cul-de-Sac	NIA		NIA	1000
1376	0.07	60	R	To:	26-1381	NA		NA	1999
				From:	Cul-de-Sac				
1377)	0.07	50	R	<u> </u>		NA		NA	08/19/200
				To:	26-1381				
$\overline{}$				From:	Cul-de-Sac				
1378	0.11	120	R	To:	26-1379	NA		NA	08/19/200
				From:					
1379	0.10	160	R	110.11.	26-1380	NA		NA	10/15/200
1579				To:	Dead End				
				From:	Dead End				
1380	0.31	130	R			NA		NA	1999
				From:	SR 226				
1380	0.53	NA			P 12 1	NA		NA	
				To:	Dead End				
1381)	0.43	430	R	From:	Dead End	NA		NA	1999
(1381)	0.43	730	Λ.	То:	SR 226	INA		INA	1555
				From:	Dead End				
1382	0.27	190	R	1		NA		NA	08/19/200
				To:	26-1381				

					Dinwiddie Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT (	QW Year
Dinwiddie County				From:	26-1382				
(1383)	0.08	110	R			NA		NA	08/19/200
				Tn·	Cul-de-Sac				
$\bigcirc$	0.45			From:	26-1382	]			00/40/000
1384	0.15	560	R	To:	SR 226; 26-1384	NA 1		NA	08/19/200
				From:	Dead End	l I			
1385	0.30	390	R		Dead End	I NA		NA	08/19/200
1385				To	26-1386	1			
1385	0.13	410	R	From:	20-1360	I NA		NA	08/19/200
1303)		_		To	26-1359	1			
1385	0.11	820	R	From:	20-1339	NA		NA	08/19/200
1000				To:	26-601	]			
				From:	Cul-de-Sac				
1386	0.14	90	R			NA		NA	08/19/20
				To:	26-1385				
				From:	26-1386	]			
1387	0.12	90	R	To	26-1359	NA 1		NA	08/19/20
				From:		l			
1200	0.03	10	R	110	Dead End	J NA		NA	1999
1388	0.00		•••	To:	26 1200	1		147	1000
1200	0.07	170	R	From:	26-1389	NA		NA	1999
1388	0.07	170		To-	26-1385	1		IVA	1000
				From:	26-1388	i			
1389	0.10	100	R			NA		NA	1999
$\bigcirc$				To:	Cul-de-Sac				
				From:	26-601				
1390	0.09	460	R			NA		NA	08/19/20
<u> </u>				From:	26-1391	]			
1390	0.10	380	R			NA		NA	08/19/200
				To: From:	26-1354	]			
1390	0.08	260	R			NA		NA	08/19/200
				To: From:	26-1392	]			
1390	0.06	80	R		0.1.1.0	NA 1		NA	08/19/200
				To:	Cul-de-Sac				
1001	0.06	70	R	From:	Cul-de-Sac	] NA		NA	08/19/20
1391)	0.00	, 0	11	To:	26-1390	]		INA	00/19/200
				From:	Cul-de-Sac	I			
1392	0.06	70	R	<u> </u>	- m de Sue	NA		NA	08/19/200
				To	26-1390				
_				From:	Dead End/				
1397)	0.05	NA				NA		NA	
				To:	26-01380(B)/	<u></u>			
$\bigcirc$	2.00	N. 4		From:	Dead End/	]	<u> </u>	N.1.0	
1398	0.06	NA		To:	26 01200/D\/	NA 1		NA	
					26-01380(B)/	<u> </u>			
	0.41	160	R	From:	Dead End	J NA		NA	08/19/20
1401)	0.41	100	ĸ	To:	US 1	]		INA	00/19/200
				From:	US 1 SOUTH	I			
1402	0.10	180	R	<u> </u>	03 1 300 1 11	I NA		NA	1999
(170)	2			To:	26-619 Courthouse Rd	1		•	.000

					Diriwiddle Mairiteriance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QK	Dir AAWDT QW actor	Year
Dinwiddie County				From:	26-619 Courthouse Rd	<u> </u>		
1402	0.15	170	R			NA	NA	1999
				To	US 1 NORTH			
$\frown$	0.11	20	R	From:	26-703 Carson Rd	NA	NA	1999
1403	0.11	20	ĸ	To:	Dead End	NA ]	INA	1999
				From:	26-619 Courthouse Rd			
1404)	0.06	40	R			NA	NA	1999
				To:	Dead End			
	0.00	400	_	From:	26-627 Courthouse Rd	N/A	NIA	4000
1405)	0.20	190	R			NA	NA	1999
	0.16	60	R	From:	26-1406	NA	NA	1999
1405	0.10	00		To:	Dead End		IVA	1000
				From:	26-1405			
1406)	0.43	90	R	_		NA	NA	1999
				To:	Cul-de-Sac			
	0.50	190	R	From:	Dead End	NA	NA	1999
1407	0.50	130	ĸ	To:	26-627 Courthouse Rd	INA	INA	1998
				From:	26-626 Flatfoot Rd			
1410)	0.08	470	R	<u></u>		NA	NA	1999
				To- From:	26-1411	]		
1410	0.06	380	R			NA	NA	1999
				To: From:	26-1412	}		
1410	0.11	280	R			NA	NA	1999
				From:	26-1413 SOUTH			
1410	0.07	80	R			NA	NA	1999
$\overline{}$	0.05	-	_	From:	26-1413 NORTH	NIA	NIA	4000
1410	0.05	7	R	To:	Dead End	NA I	NA	1999
				From:	Cul-de-Sac			
1411)	0.12	70	R			NA	NA	1999
				To:	26-1410			
$\bigcirc$	0.40		_	From:	26-1410			4000
1412	0.12	70	R	To:	Dead End	NA I	NA	1999
				From:	26-1410 SOUTH			
1413	0.28	120	R		20 1 110 000 111	NA NA	NA	1999
				To:	26-1410 NORTH			
$\bigcirc$			_	From:	Dead End			
1414	0.16	70	R			NA	NA	1999
$\overline{}$	0.40	420		From:	26-1415	NIA	NIA	1000
1414)	0.13	120	R	To:	26-619 Courthouse Rd	NA I	NA	1999
				From:	26-1414			
1415)	0.12	20	R		20 1111	NA	NA	1999
				To:	Dead End			
$\bigcirc$				From:	26-00601(B)/			
1420	0.15	NA		To:	26-01423(B)/	NA I	NA	
				From:	26-01423(B)/ Cul-de-Sac/			
1421	0.27	NA		<u>"</u>	Cui-ue-Sac/	I NA	NA	
(· ·= ·)	-			To	Cul-de-Sac/	1		

					Diffwiddle Mainterfance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir AAWDT (	QW Year
Dinwiddie County				From:	26-01421(B)/	1		
1422	0.04	NA			20 01 121(D)	NA	NA	
				To	Cul-de-Sac/			
$\bigcirc$	0.22	NA		From:	Dead End/	NA.	NIA	
1423	0.22	NA		To:	Dead End/	NA 1	NA	
				From:	Cul-de-Sac/			
(1424)	0.05	NA				NA	NA	
				To:	26-01423(B)/			
	0.05	NA		From:	Dead End/	NA	NA	
1425	0.05	INA		To:	26-01423(B)/	]	IVA	
				From:	26-1504			
1501	0.17	150	R			NA	NA	1999
				To: From:	26-1502	]		
1501	0.29	390	R	. —		NA	NA	1999
				To: From:	US 460			
(1502)	0.08	90	R	From:	26-1501	NA NA	NA	1999
(1502)	0.00			To:	26-1503	]		1000
				From:	26-1502			
1503	0.12	70	R			NA	NA	1999
				To:	Dead End			
	0.10	70	R	From:	26-1505	J NA	NA	1999
1504	0.10	70	IX.	To:	06.1501	1	IVA	1999
(1504)	0.14	30	R	From:	26-1501	NA	NA	1999
(1304)	• • • • • • • • • • • • • • • • • • • •			To:	Dead End	]		
_				From:	26-1504			
1505	0.10	60	R	_		NA	NA	1999
				To:	Dead End			
4500	0.23	180	R	From:	26-1510	NA	NA	08/20/200
1509	0.20	100		To:	Dead End	1	IVA	00/20/200
				From:	26-601			
1510	0.57	1100	R			NA	NA	1999
				To: From:	26-1512	]		
(1510)	0.46	390	R			NA	NA	1999
				To: From:	26-1511	]		
(1510)	0.06	40	R	To:	Dead End	NA 1	NA	1999
				From:	26-1510	<u> </u>		
(1511)	0.04	40	R	<u> </u>	ZU-1J1V	NA	NA	1999
				To	Cul-de-Sac	1		
				From:	26-1510			
1512	0.10	110	R	т. —	0/15/2	NA 1	NA	1999
				To:	26-1513	<u> </u>		
1513)	0.13	150	R	riom:	26-1509	J NA	NA	08/20/200
1513				To:	26 1512			
(1513)	0.15	160	R	From:	26-1512	NA	NA	1999
	J			To:	26-1514	<u> </u>		
(1513)	0.13	70	R	From:	2U-1J1 <del>1</del>	NA	NA	1999
				To-	Cul-de-Sac	1		

					Diriwiddle Mairiteriance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K Di il Factor Fac		Year
Dinwiddie Countv				From:	Cul-de-Sac	_		
1514)	0.05	40	R		Cui-ue-sac	J NA	NA	1999
				To:	26-1513			
$\sim$				From:	26-601			
1515	0.13	540	R			NA _	NA	1999
	0.04			From:	26-1516	]		4000
1515	0.04	20	R	To:	Dead End	NA T	NA	1999
				From:	Dead End			
1516	0.12	80	R		Dead End	NA NA	NA	1999
				To: From:	26-1517	1		
1516)	0.22	450	R	FIOII.		NA	NA	1999
				To:	26-1515			
$\bigcirc$	0.07	400	_	From:	26-1518			4000
1517	0.07	160	R	To:	26-1516	NA T	NA	1999
				From:	Dead End			
1518)	0.07	70	R		Doug Ziid	NA NA	NA	1999
				To: From:	26-1517	]		
1518	0.10	80	R	r tom:		NA	NA	1999
				To:	Dead End			
$\bigcirc$	0.07	20		From:	Dead End		NIA	00/07/00
1530	0.07	30	R	_		NA T	NA	09/27/20
	0.09	70	R	From:	26-1531	NA NA	NA	09/27/20
1530	0.09	70	K	To:	26-751	7	NA	09/2//20
				From:	26-1530			
1531)	0.23	80	R			NA	NA	09/27/20
				To:	26-751			
	0.44	200	_	From:	26-751		NIA	4000
9116	0.14	380	R	To:	Cul-de-Sac	NA T	NA	1999
Town of McKenney					2.00 2.00	•		
_				From:	McKenney Elem School			
9117	0.04	49	R	To:	26.614	NA T	NA	1999
				10.	26-614			
Dinwiddie County				From:	Dinwiddie Elem School			
9118)	0.07	260	R			NA	NA	10/23/20
				To: From:	0.07 MN US 1	]		
9118	0.05	40	R			NA	NA	1999
				From:	0.12 MN US 1	<del></del>		
9118)	0.09	130	R			NA _	NA	1999
$\widehat{}$	0.00	420		From:	0.21 MN US 1		N/A	1000
9118	0.09	120	R	To:	US 1	NA T	NA	1999
Town of McKenney						•		
			_	From:	26-1001	]		
9119	0.02	30	R			NA _	NA	1999
	0.10	40	_	From:	0.02 MN 26-1001	<b></b>	- NA	4000
9119	0.10	40	R	To:	Cul-de-Sac	NA T	NA	1999
Dinwiddie County					Cui de-pae	1		
Omwiquie Coulity				From:	US 1			
9535)	0.23	520	R		0.003.03370.7	NA NA	NA	10/23/20
<u>~</u>				To:	0.23 MN US 1	<u> </u>		

					Dill	iwidale ivialitien	ance Are	ч							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		0.23 MN US	1	1							
9535	0.20	520	R	<u> </u>		0.23 WITV 05	1		l	NA			NA		10/23/200
				To: From:		0.43 MN US	1								
9535)	0.13	270	R	To		LIC 1			l	NA			NA		1999
				From:		US 1									
9920	0.10	90	R			Cul-de-Sac				NA			NA		09/26/200
				To:		26-751									
$\bigcirc$	0.11	400		From:		US 460				NIA			NIA		4000
9921	0.11	480	R	To:		US 460; 26-6	84			NA			NA		1999
				From:		US 1									
9922	0.11	6	R						I	NA			NA		1993
				To: From:		Eastside Elem									
0023	0.05	360	R	From:		Dinwiddie High S	School			NA			NA		10/23/200
9923				To		0.05 MN 26-6	527								. 0. 20. 20.
9923	0.13	570	R	From:		0.05 1111 20 0	,2 /			NA			NA		1999
				To: From:		0.18 MN 26-6	527								
9923	0.15	230	R							NA			NA		1999
	0.44			From:		0.33 MN 26-6	527								4000
9923	0.11	270	R	To:		26-627 Courthou	se Rd		İ	NA			NA		1999
				From:		Prince George Cou									
608	0.31	1000	N	97%	1%	1% 0%	1%	0%	N	0.094	Ν	0.67	1000	Ν	2003
				To: From:		SR 345; 26-6	77								
608	1.00	2000	G	99% To:	1%	0% 0%	0%	0%	С	0.141	F	0.658	2100	G	2003
						SCL Petersbu	ırg								
City of Petersburg				From:		JB-26-123; 26-	675								
3 Vaughn Rd	0.64	NA		To:		122 0012 H-EG	D.J		1	NA			NA		
				From:		123-9013 Halifa Halifax Rd									
4 Wells Rd	0.41	3500	G	88%	1%	3% 2%	6%	0%	С	0.093	F		3700	G	2003
123				To:		Squirrel Level	Rd								
Liplifay Dd	0.40	0000	^	From:	40/	CSX RR	00/	00/		0.000	_	0.000	7000		2002
9002 Halifax Rd	0.18	6600	G	95%	1%	2% 1%	0%	0%	F	0.099	F	0.609	7200	G	2003
9002) Halifax St	0.58	5200	G	From: 95%	1%	Patterson S 2% 1%	0%	0%	F	0.107	F	0.617	5600	G	2003
(9002) Halifax St				To:		Baylors Ln									
9002 123 Halifax St	0.19	6100	G	95%	1%	2% 1%	0%	0%	F	0.101	F	0.579	6600	G	2003
				To: From:		Virginia Av									
9002 Halifax St	0.37	9100	G	95%	1%	2% 1%	0%	0%	F	0.084	F	0.580	9800	G	2003
O	0.20	0400		From:	10/	Lee Ave	00/	00/	_	0.005	г	O E 1 1	0000	C	2002
9002) Halifax St	0.29	8400	G	95%	1%	2% 1%	0%	0%	F	0.085	F	0.511	9000	G	2003
9002) Halifax St	0.28	9300	G	95%	1%	Liberty St 2% 1%	0%	0%	С	0.083	F	0.548	10000	G	2003
(9002) Halifax St	0.20			To:	. , ,	US 1, US 460 W W					•	0.010			
9002 123 Union St	0.12	4500	G	From:		CD 1, OD 700 W V	, yaic ot		·	0.099	F	0.874	4800	G	2003
123/				To: From:	U	S 1, US 460 W Was	shington St								
9002 123 Union St	0.17	2300	G	91%	3%	4% 1%	0%	0%	С	0.108	F	0.587	2500	G	2003
·				To:		W Tabb St									

					Din	widdie M	1aintenar	ice Area	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Defence Dd	0.47	2500	•	From:	1%		on Plank R		0%	0	0.110	г	0.600	2700	0	2002
9004 Defense Rd	0.47	2500	G	97%	1 70	1%	0%	1%	U70	С	0.118	F	0.699	2700	G	2003
O Defense De	4 77	6700		From:	40/		rel Level R		00/		NIA			7000		2002
9004 Defense Dr	1.77	6700	G	97%	1%	1%	1%	0%	0%	F	NA			7000	G	2003
O 0 4 5 1 1				From:	10/		nnson Rd	201				_				
9004 South Boulevard	0.92	8900	G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.504	9600	G	2003
				From:			ycamore St									
9004 South Boulevard	0.18	5500	G	97%	1%	1%	1%	0%	0%	F	0.093	F	0.558	6000	G	2003
				To: From:		C	rater Rd		-							
9004 South Boulevard	0.72	2500	G	97%	1%	1%	1%	0%	0%	F	0.090	F	0.605	2700	G	2003
				To:		An	derson St									
O				From:			alifax Rd									
9006 Flank Rd	0.96	1800	G	96%	0%	3%	0%	1%	0%	С	0.102	F	0.592	2000	G	2003
				From:			nnson Rd		-							
9006 Flank Rd	0.47	3200	G	96%	0%	3%	0%	1%	0%	F	0.118	F	0.674	3500	G	2003
				To: From:		Bir	dsong Rd		-							
9006 Flank Rd	0.75	2800	G	96%	0%	3%	0%	1%	0%	F	0.121	F	0.606	3000	G	2003
(123)				To: From:		Fort	Hayes Dr									
9006 Flank Rd	0.91	3100	G	90%	1%	1%	6%	1%	0%	С	0.112	F	0.647	3400	G	2003
123				To:		Fl	ınk Rd N									
9006) Flank Rd (1-Way)	0.13	2000	G	97%	1%	2%	0%	0%	0%	С	0.105	F		2200	G	2003
9006) Flank Rd (1-Way)				To:			1 S Crater I									
				From:		US 30	1 S Crater I	Rd	Ī							
(9008) Rives Rd	0.55	6400	F	98%	0%	1%	0%	1%	0%	С	0.097	F	0.515	7000	F	2003
(9008) Rives Rd				To:			I- 95		1							
9008 Rives Rd	0.27	4800	G	97%	1%	2%	0%	1%	0%	С	0.103	F	0.568	5200	G	2003
9008 Rives Rd	0.27	1000	•	To:	170		Petersburg		7,0	Ū	0.100	•	0.000	0200	Ū	2000
				From:			oydton Plai									
9009 Dupuy Rd	1.24	640	G	96%	2%	1%	0%	0%	0%	F	0.104	F	0.536	690	G	2003
(9009) Dupuy Rd				To:			Suina Ct									
(9009) Dupuy St	0.58	2100	G	96%	2%	1%	Grigg St 0%	0%	0%	F	0.102	F	0.533	2300	G	2003
(9009) Dupuy St	0.00	2.00	•	T				070			0.102	•	0.000	2000	Ū	2000
(9009) Farmer St	0.86	3900	G	From: 96%	2%	1%	oungs Rd 0%	0%	0%	С	0.087	F	0.531	4200	G	2003
9009 1 arrier St	0.00	3900	G	90 /6	2 /0			0 70	0 /6	C	0.007	'	0.551	4200	G	2003
<u> </u>	0.47	2222	_	From:	00/		South St	00/			0.007	_	0.507	0000	_	0000
9009 Farmer St	0.47	2900	G	96% To:	2%	1%	0%	0%	0%	F	0.087	F	0.597	3200	G	2003
							alifax St									
(9010) Wagner Rd	0.73	14000	G	97%	1%	1%	Crater Rd 0%	1%	0%	С	0.096	F	0.525	16000	G	2003
(9010) Wagner Rd	0.73	14000	G	97 % To:	1 70	170	I-95	1 70	070	C	0.090	ı-	0.525	10000	G	2003
				From:			I -95									
9010 Wagner Rd	1.60	9600	G	93%	1%	3%	0%	4%	0%	С	0.095	F	0.514	10000	G	2003
(123)				To:		C	ounty Dr									
				From:		SCL	Petersburg									
9011 Squirrel Level Rd	0.82	870	G	98%	0%	2%	1%	0%	0%	С	0.101	F	0.722	940	G	2003
				To: From:		V	Vells Rd		}							
9011 Squirrel Level Rd	0.25	4700	G	91%	1%	3%	1%	4%	0%	С	0.083	F	0.504	5100	G	2003
123				To:		Ran	p To I- 85		1							
9011) Squirrel Level	0.20	6900	G	96%	1%	2%	0%	0%	0%	F	0.083	F	0.504	7500	G	2003
9011 Squirrel Level				To			on Plank R									
9011) Young Rd	1.14	4300	G	From: 96%	1%	2%	0%	0%	0%	С	0.093	F	0.524	4600	G	2003
9011) Young Rd	1.17	.000	9	To:	1 /0		upuy Rd	J /0	3,0	J	5.000	•	J.UZ-T	1000	J	_000
				From:			West St		1							
9012 Lee Ave	0.56	3100	G	97%	2%	1%	0%	0%	0%	С	0.089	F	0.516	3300	G	2003
123	3.00		_	To:			alifax St	- / 0	- / (	•		-	2.2.0	- 300	_	

					DIN	widale ivi	aintenand	ce Area	3							
Route	Length	AADT	QA	4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	QW	Year
			-			2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
City of Petersburg				From:		На	lifax St		Ī							
9012 Porterville St	0.15	1600	G	97%	1%	1%	1%	0%	0%	F	0.077	F	0.588	1800	G	2003
<u> </u>				To: From:		Hai	rding St									
9012 New St	0.18	1500	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.514	1600	G	2003
				To: From:			rison St lew St									
9012 Harrison St	0.03	1300	G	97%	1%	1%	1%	0%	0%	F	0.1	F		1400	G	2003
9012 Harrison St				To:			rling St									
O 0 11 01			_	From:	10/		rison St	201		_		_		0.40		
9012 Corling St	0.09	570	G	97%	1%	1%	1%	0%	0%	F	0.11	F		610	G	2003
<u> </u>				From:			camore St									
9012 Graham Rd	0.83	5500	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.513	6000	G	2003
^				From:			From I-95					_				
9012 Graham Rd	0.14	11000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.817	12000	G	2003
				To:			ater Rd									
Uglifay Dd	1 70	2700	•	From:	0%		Petersburg	40/	00/	0	0.004	F	0.536	2000	0	2002
(9013) Halifax Rd	1.79	2700	G	92%	U%	3%	1%	4%	0%	С	0.094	Г	0.536	2900	G	2003
O Halifay Dd	0.00	500		From:	00/		ells Rd	20/			0.444		0.574	F40		2002
(9013) Halifax Rd	0.98	500	G	95% To:	0%	2%	1% on Plank Rd	2%	0%	С	0.114	F	0.574	540	G	2003
				From:					<u>L</u>							
9015) Johnson Rd	0.01	2700	G	98%	0%	2%	Petersburg 0%	0%	0%	F	0.135	F	0.637	3000	G	2003
9015 Johnson Rd	0.01	2700	Ū		070			0 70	070	•	0.100	•	0.007	0000	Ü	2000
9015) Johnson Rd	0.54	1100	G	From: 98%	0%	2%	ank Rd 0%	0%	0%	С	0.089	F	0.692	1200	G	2003
9015 Johnson Rd	0.54	1100	0	30 70	0 70			0 70	0 70	C	0.003	'	0.032	1200	O	2003
Johnson Rd	1.39	5500	G	From: 98%	0%	Bird 2%	lsong Rd 0%	0%	0%	F	0.118	F	0.568	5900	G	2003
9015 Johnson Rd	1.39	5500	G	96%	0%	Z 70	U 70	070	076	Г	0.116	Г	0.506	3900	G	2003
O Johnson Dd	0.40	4000		From:	00/		th Blvd	00/	00/		0.007		0.50	F200		2002
9015 Johnson Rd	0.46	4900	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.52	5300	G	2003
<u> </u>	0.07	1000		From:	00/		th Blvd	00/			0.007		0.505	4000		0000
9015 Johnson Rd	0.37	4300	G	96%	2%	2%	0%	0%	0%	С	0.087	F	0.535	4600	G	2003
O				From:			Luke St			_						
9015 High Pearl St	0.20	4100	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.506	4500	G	2003
				From:			inia Ave									
9015 High Pearl St	0.08	3100	G	95%	3%	2%	0%	1%	0%	F	0.085	F	0.596	3400	G	2003
				To: From:			latthew St atthews St									
9015 Harding St	0.22	2000	G	95%	3%	2%	0%	1%	0%	С	0.085	F	0.605	2200	G	2003
123/				To:		Porte	erville St									
Llardin - Ct	0.07	050	_	From:	20/		ersvilleSt	10/	00/	_	0.400	_		1000	0	2002
9015 Harding St	0.27	950	G	95% To:	3%	2% Ha	0% lifax St	1%	0%	F	0.100	F		1000	G	2003
				From:					<u> </u>							
9017) Birdsong Rd	0.62	570	G	95%	2%	3%	Petersburg 0%	0%	0%	С	0.103	F	0.5	620	G	2003
9017 Birdsong Rd	0.02	0.0	•	To:			nson Rd	070		Ū	0.100	•	0.0	020	Ŭ	2000
				From:		W Wa	shington St									
9021 N Sycamore St	0.18	3900	G	92%	0%	0%	6%	2%	0%	С	NA			4100	G	2003
123/				To		W	Tabb St		].							
9021) N Sycamore St	0.11	3900	G	92%	0%	0%	6%	2%	0%	F	0.095	F	0.558	4200	G	2003
N Sycamore St				To:			Bank St	•								
9021) Sycamore St	0.04	NA		From		E I	Jank Ol				NA			NA		
9021 Sycamore St				To:		Bollir	igbrook St									
				From:		Joh	nson Rd									
$\sim$	0.57	2200	G	97%	1%	1%	0%	1%	0%	С	0.088	F	0.574	2400	G	2003
9023 North Blvd	0.57	2200	G	01 /0	1 /0	1 /0	0 /0	1 /0	0 70	0	0.000		0.014	2700	_	2000

					Din	widdie Maintenan	ice Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
				From:		Gates Lane									
9025 Virginia Ave	0.05	220	G	98%	1%	1% 0%	0%	0%	F	0.131	F		240	G	2003
0025 Virginia Ave	0.06	240	G	98%	1%	Jefferson Lane 1% 0%	0%	0%	F	0.126	F	0.621	250	G	2003
(23)				To		Diamond Street	:	-							
9025 123 Virginia Ave	0.11	420	G	98%	1%	1% 0%	0%	0%	С	0.121	F		460	G	2003
^				From:		Harding Street									
9025 Virginia Ave	0.32	2100	G	94%	2%	2% 1%	2%	0%	С	0.088	F	0.525	2200	G	2003
O v .			_	From:	407	Halifax Street	201		_		_			_	
9025 Young Ave	0.20	2400	G	96%	1%	2% 1%	0%	0%	С	0.094	F	0.518	2600	G	2003
9025 Young Ave	0.11	3000	G	93%	1%	Arlington Street 1% 4%	1%	0%	С	0.098	F	0.559	3300	G	2003
(123)				To		West Street Young A	venue								
9025 123 S West St	0.28	3600	G	95%	1%	1% 1%	2%	0%	С	0.084	F	0.523	3900	G	2003
~				To: From:		Augusta Avenue	2	}							
9025 S West St	0.23	5100	G	96%	1%	2% 1%	0%	0%	F	0.086	F	0.507	5600	G	2003
<u> </u>				From:		Farmer St		-							
9025 S West St	0.14	4100	G	96%	1%	2% 1%	0%	0%	F	0.096	F	0.512	4400	G	2003
9025 S West St	0.07	3700	G	96%	1%	W Wythe St 2% 1%	0%	0%	F	0.099	F	0.51	4000	G	2003
(123)				To:		W Washington S	t								
				From:		Halifax St									
9027) S West St	0.63	2200	G	97%	0%	1% 0%	0%	0%	С	0.091	F	0.521	2400	G	2003
9027 S West St	0.00			To:	0,0	Young Ave	0,0			0.00	•	0.02		•	
				From:											
C Courth Ct	0.26	2200	G		1%	Lee Ave	00/	0%	_	0.000	F	0.520	2200	0	2002
9029 S. South St	0.36	2200	G	98%	170	1% 0%	0%	0%	С	0.089	Г	0.529	2300	G	2003
<u> </u>				From:		US 1 Wythe St									
9029 S. South St	0.09	8800	G	98%	0%	1% 0%	0%	0%	F	NA			9300	G	2003
				From:		Washington St									
9029 N. South St	0.20	6400	G	98%	0%	1% 0%	0%	0%	F	0.093	F	0.584	6900	G	2003
(123)				To:		High St									
O 11: 1 0:	0.00		_	From:	00/	N South St	00/	20/	_	0.000	_	0.504	000	_	0000
9029 High St	0.02	830	G	98%	0%	1% 0%	0%	0%	F	0.099	F	0.534	900	G	2003
				To: From:		Canal St High St									
9029) Canal St	0.20	6300	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.594	6800	G	2003
9029 Canal St	0.20	0000	Ŭ	To:	0 70	Grove Ave	070	070	O	0.004	•	0.004	0000	O	2000
				From:											
Durno Ct	0.40	040	•		20/	New St	00/	00/	_	0.404	_		010	0	2002
9031 Byrne St	0.40	840	G	94%	3%	2% 0%	0%	0%	С	0.104	F		910	G	2003
				From:		Halifax St		-							
9031 S. Market St	0.03	2700	G	94%	3%	2% 0%	0%	0%	F	0.096	F	0.708	3000	G	2003
(123)				To		Brown St									
9031) S. Market St	0.09	2800	G	94%	3%	2% 0%	0%	0%	F	0.099	F	0.65	3100	G	2003
9031 S. Market St	0.00			To:		Wythe St	0,0		•	0.000	·	0.00	0.00	•	
				From:											
9033) Apollo St	0.14	2000	G		10/	Sycamore St	00/	00/	_	0.000	_	0.55	2000	0	2002
9033) Apollo St	0.14	2800	G	97%	1%	1% 0%	0%	0%	F	0.089	F	0.55	3000	G	2003
				From:		Jefferson St Apollo St									
9033) Jefferson St	0.58	2800	G	97%	1%	1% 0%	0%	0%	С	0.094	F	0.601	3000	G	2003
9033 Jefferson St	0.00		-	To:	. , 0	E Wythe St	- 70		Ü	0.50 /	•	0.501	5500	-	_500
				From:		3rd Street									
9033 Henry St	0.04	1300	G	97%	1%	1% 0%	0%	0%	F	NA			1300	G	2003
(9033) Henry St				To:		N Adams St									
				From:		E Washington S	t								
9038) Puddledock Rd	0.40	4400	G	89%	0%	3% 3%	4%	0%	С	0.095	F	0.586	4700	G	2003
9038 Puddledock Rd	0.70		3	To:	<b>U</b> /0	ECL Petersburg		3,0	9	0.000	•	0.000	+1 00	0	_000
						LCL FCICISOUIS									

					Din	widdie Maintenar	ice Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg								-							
9046) High St	0.58	1100	G	From:		Canal St				0.099	F	0.706	1100	G	2003
9046) High St	0.50	1100	G	To:		N Market St		1		0.033	'	0.700	1100	O	2000
_				From:		N Manket St									
9046 W Bank St	0.14	2300	G							0.092	F		2500	G	2003
123)				To:		N Sycamore St									
9046 E Bank St	0.11	3600	G	97%	0%	2% 1%	0%	0%	С	NA			3700	G	2003
123				To:		2Nd St									
				From:		US 301 N Crater l								_	
9046 Bank St	0.25	2900	G	93%	1%	4% 1%	1%	0%	С	0.104	F	0.538	3100	G	2003
				From:		East St									
Bank St	0.21	2800	G	93%	1%	4% 1%	1%	0%	F	0.098	F	0.545	3000	G	2003
123/				To:		SR 36 E Washingto	n St								
				From:		N Market St									
048 W Tabb St	0.09	1600	G	90%	0%	0% 7%	2%	1%	F	0.11	F	0.655	1800	G	2003
123				To		Union St									
048) W Tabb St	0.06	2000	G	From: 90%	0%	0% 7%	2%	1%	F	0.116	F	0.612	2200	G	200
0048 W Tabb St	0.00	2000	3	JU /0	0 /0		<i>≟</i> /0	1 /0		0.110	•	0.012	2200	9	200
<u> </u>				From:		N Sycamore St									
048 123 E Tabb St	0.12	1100	G	90% To:	0%	0% 7%	2%	1%	С	NA			1200	G	200
				10:		N Adams St									
$\widehat{}$				From:		Defense Rd									
053 Baylors Ln	0.65	1800	G	98 <u>%</u>	1%	1% 0%	0%	0%	С	0.102	F	0.574	2000	G	2003
12.57				To-		Halifax St									
				From:		E Washington S	t								
055 Madison St	0.05	2100	G	94%	1%	2% 1%	1%	0%	F	0.105	F	0.841	2300	G	200
123				To		Franklin St									
055) Madison St	0.18	1800	G	94%	1%	2% 1%	1%	0%	С	0.104	F	0.85	1900	G	200
055 Madison St	0.10	1000	Ŭ	0 - 70	170		170	070		0.104	•	0.00	1000	O	200
				From:	40/	E Bank St	40/	201	_		_		4000		
055 Madison St	0.07	1200	G	94%	1%	2% 1%	1%	0%	F	0.098	F	0.635	1300	G	200
				To:		Bollingbrook St									
				From:		E Bank St									
Fifth St	0.05	530	G							0.133	F	0.746	580	G	2003
				To: From:		Bollingbrook St									
Fifth St	0.08	560	G	82%	4%	4% 4%	6%	0%	С	0.105	F	0.515	600	G	200
Fifth St				To:		River St									
				From:		Flank Rd One-Wa	av								
9059) Flank Rd N	0.20	3800	G	97%	1%	1% 0%	0%	0%	С	0.086	F	0.786	4100	G	200
059) Flank Rd N				To:		US 301 S Crater I									
				From:		E Wythe St									
065) S Adams St	0.10	4500	G			E wythe St				0.095	F	0.71	4900	G	200
S Adams St	00			To:		E Washington S	t			0.000	•	· · · ·		•	
				From:											
Accomack St		310	G			6Th St				0.094	F		330	G	200
ACCOMISCR ST		310	G	To:		7Th St		1		0.094			330	G	200
0 01		400	_	From:		Old Church St				0.400	_		400	•	000
Cameron St		400	G	To:		G + G				0.108	F		430	G	200
				10:		Center St								G G G G G G G	
		_		From:		Prince George Av	/e			_	_		_	_	
Culpeper Ave		570	G							0.141	F		610	G G G G G G G G G G G G G G G G G G G	2003
				To:		Brunswick St								G G G G G G G G G G G G G G G G G G G	
				From:		Halifax Rd		1							
Custer St		440	G	-						0.106	F		480	G	200
				To:		Hawk St									
				From:		Busby St									
Darby Dr		310	G	<u> </u>		Dustry St				0.094	F		340	G	2003
Daiby Di		010	3	To:		Halcun Dr				0.004	•		0+0	J	2000
						Traicun Di									

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Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg						0 / 540				. 4010.					
			From:		D	ering Rd									
Gordon Dr	280	G								0.11	F		310	G	2003
			Tn:		I	Hoke Dr									
			From:		V	alley Dr									
Homestead Dr	1000	G								0.096	F		1100	G	2003
			To:		Mi	idland Rd									
			From:		Fi	ilmore St									
Jefferson St	3700	G	_							0.088	F		4000	G	2003
			To:		ST A	Andrews St	t								
			From:		Bol	lling Street									
Kirkham Street	490	G	_							0.101	F	0.591	530	G	2003
			To:		Che	stnut Street	t								
			From:		N	livram St									
North Park Dr	1200	G	_							0.09	F		1300	G G G G G G G G G G G G G G G G G G G	2003
			To:		R	etang Rd									
			From:		Hor	nestead Dr									
Oakmont Dr	90	G								0.12	F	0.5	100	G	2003
			To:		Mi	idland Rd		ļ							
			From:		Boll	ingbrook St	t								
Old Church St	360	G								0.108	F		390	G	2003
			Tn-		N	Miller St									
			From:		F	Floyd St									
Patterson Ave	1100	G								0.119	F		1100	G	2003
			To:		C	Carver St									
			From:		7	Valor Dr								G G G G G G G G	
Pleasants Ln	1000	G								0.104	F		1100	G	2003
			To-		D	upuy Rd									
			From:			Ash St									
Richmond Ave	990	G								0.093	F		1100	G	2003
			To:		1	Nash St									
			From:		V	/alley St									
Rollingwood Rd	100	G								0.109	F		110	G	2003
			To:		Hor	nestead Dr									
			From:		For	est Hill Rd									
South Park Dr	1800	G								0.095	F		1900	G	2003
			To:		We	est Park Dr									
			From:		Hig	gh Pearl St									
St Matthew St	2800	G								0.087	F		3100	G	2003
			To:		Н	arding St									
			From:			Custer St									
Talley Ave	880	G					_			0.234	F		950	G	2003
, -			To:		Ed	lmonds Ct									